Tuesday
24th February, 1953

PARLIAMENTARY DEBATES

HOUSE OF THE PEOPLE

OFFICIAL REPORT

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THE

PARLIAMENTARY DEBATES

(Part I—Questions and Answers)

OFFICIAL REPORT

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Tuesday, 24th February, 1953.

The House met at Two of the Clock

[MR. DEPUTY-SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

LOAN FOR STEEL PLANT

*271. **Shri Nanadas:** Will the Minister of **Finance** be pleased to state:

(a) whether negotiations have been completed with the World Bank for a loan for Steel Plant in India;

(b) whether any agreement based on these negotiations has been finalised or concluded; and

(c) if so, whether a copy of the agreement is proposed to be laid on the Table of the House?

The Parliamentary Secretary to the Minister of Finance (Shri B. R. Bhagat): (a) I presume the hon. Member is referring to the World Bank Loan for the Indian Iron and Steel Company Ltd. If so, the reply is in the affirmative.

(b) Yes, Sir.

(c) A copy of the Loan Agreement has been supplied to the Parliament Library.

Sardar A. S. Saigal: There is a similar question No. 289 standing in my name and I think both the questions can be taken together.

Mr. Deputy-Speaker: Let not the hon. Member rush me through. No sooner than question No. 271 was answered the hon. Member got up. Let me go through the matter slowly. There is no hurry. Is the hon. Minister willing to answer both together?

Shri B. R. Bhagat: Yes, Sir.

LOAN TO INDIAN IRON AND STEEL CO. LTD.

*289. **Sardar A. S. Saigal:** (a) Will the Minister of **Finance** be pleased to state what was the amount which the World Bank granted to the Indian Iron and Steel Company Ltd.?

(b) What are the liabilities that Government have to bear?

(c) What is the rate of interest which Government will get from the private concern to whom the loan will be given?

(d) On what date the agreement was signed, where, and for what purpose?

The Parliamentary Secretary to the Minister of Finance (Shri B. R. Bhagat): (a) 31·5 million.

(b) The Government has guaranteed the due and punctual payment by the Company of the borrowed amount and interest and other charges thereon.

(c) The question of payment of any interest to Government by the Company in respect of this loan does not arise.

(d) The Agreement was signed on the 18th December, 1952, at Washington, U.S.A. The loan has been granted to the Indian Iron and Steel Company for its expansion programme.

Shri Nanadas: May I know whether the World Bank has acquired any control over the Iron and Steel Company by this loan? If so, what are its powers and limitations.

Shri B. R. Bhagat: No, Sir, it has not acquired any control.

Shri Nanadas: May I know whether the Tata Iron and Steel Company was also conducting negotiations with the World Bank for a loan?

Shri B. R. Bhagat: I am not aware of that.

Shri Nanadas: Is it a fact that the World Bank preferred the granting of a loan to the British companies in India and not to the Tatas?

Mr. Deputy-Speaker: The hon. Member is not aware of the Tatas' negotiations at all.

Shri V. P. Nayar: May I know whether it is a fact that under this agreement the World Bank has authority to inspect the goods purchased with the loan and to inspect copy books and records of the project?

The Minister of Finance (Shri C. D. Deshmukh): A copy of the loan agreement is with the hon. Member and he can refer to the agreement.

Shri V. P. Nayar: The reply of the Government just now given was that a copy of the Loan agreement has been placed in the Parliament Library. It is not possible just now for us to obtain the information from the Library, Sir.

Mr. Deputy-Speaker: The hon. Member wanted it to be placed on the Table of the House and he has placed it in the Library. I may say in this connection that such agreements are more or less final on the basis of what is done and questions need not be put immediately. There will be other opportunities and hon. Members may look into them and leisurely put the questions. (*Interruption*). What is the good of asking this question? It is contained in the agreement. The time of the House ought not to be taken up in this manner. It is a repetition of what is contained in the books, charts, etc.

Shri Nanadas: Is it a fact that the World Bank has permitted the Iron and Steel Company to issue bonds to all countries? Does it mean....

Mr. Deputy-Speaker: The hon. Member is assuming and says 'Does it mean'? It is part of the agreement. The hon. Member will kindly refer to it.

Shri Nanadas: It is only published in the newspapers and that is why I am asking.

Mr. Deputy-Speaker: The hon. Member may kindly refer to the agreement.

Shri Nanadas: There is nothing stated in the agreement. It was published in the newspapers and that is why I ask the question. Is it a fact that the World Bank has permitted the Indian Iron and Steel Company to issue bonds to all countries?

Shri B. R. Bhagat: We have not agreed to anything that is not contained in the agreement.

Shri V. P. Nayar: Is it a fact that in the recipient company there is foreign capital, and if so, what share?

Shri B. R. Bhagat: I want notice.

Mr. Deputy-Speaker: How does this arise out of this question? This refers to the loan and foreign capital must be antecedent to that loan. It does not arise.

Shri T. S. A. Chettiar: May I know whether the Government is satisfied that the loan received by this company is managed by an Indian Director and completely in the interests of the country?

Shri B. R. Bhagat: No, Sir.

Mr. Deputy-Speaker: We are not looking into the management of the Company. It is a loan for a steel plant.

Shri T. S. A. Chettiar: In answer to the other question the hon. the Parliamentary Secretary referred to a particular company and the amount of loan given to it and we are entitled to ask as to what the constitution of the Company is and whether it is completely under Indian control?

Mr. Deputy-Speaker: The affairs of the Company are not before the House. It is only the terms and conditions of the loan and so on.

Shri C. D. Deshmukh: It is possible for any hon. Member to find out who the directors of this company are.

Mr. Deputy-Speaker: There are books, charts, maps and many other things.

Shri T. K. Chaudhuri: Has any proposal been broached for any loan from the World Bank to the proposed integrated steel plant of the Government of India?

Shri T. S. A. Chettiar: When a large loan is being negotiated on behalf of a company and the Government of India takes interest in the matter, we are entitled to know something about the company....

Mr. Deputy-Speaker: The hon. Member has been absent. Both my ears are being bored, questions

after questions have been asked and answers have been given. What is the good of hon. Member asking this question? It is not the first time that this matter has come before this House. The whole Bill was discussed and many statements were made in this House. I think it is very wrong. Hon. Members must keep themselves abreast with the proceedings and when they are absent, try to go through the proceedings and then come and ask questions which have not been put already. There is no point in taking up the time of the House.

Shri T. K. Chaudhuri: Has any proposal been broached for any loan from the World Bank to the integrated steel plant of the Government of India?

Shri B. R. Bhagat: If the hon. Member refers to the steel plant loan I would say that it is still under consideration and the technical possibility of such a project is being examined and only after that a formal application for a loan may be considered.

Shri Jaipal Singh: What would be the over-all difference in production as a result of this loan and the other loans that Government may be able to get?

Shri B. R. Bhagat: As a result of this loan the expansion that will take place in this industry will be an increased production from 6,40,000 to 14,00,000 tons of iron, and finished steel from 3,50,000 tons to 7,00,000 tons.

Shri Nanadas: Mr. B. Mukerjee, the Managing Director of Martin and Burn and Co., who was one of the members who negotiated this loan said....

Mr. Deputy-Speaker: I won't allow such questions to be put during the Question-hour. The hon. Member should put a direct question. That is not a question.

Shri K. K. Basu: May I know whether the Government has given any guarantee for the Iron and Steel Plant to raise their price in order to pay off the loans?

Shri B. R. Bhagat: No, Sir.

Shri V. P. Nayar: May I know whether it was not due to the insistence of the World Bank, asking this Government to have an amalgamated company with British interests that the Government were forced to have the amalgamation of the steel company?

Mr. Deputy-Speaker: That was discussed at the time of the Steel Bill.

Shri V. P. Nayar: It was not discussed then Sir. Last time when the question came up, Government said that they could not disclose some information as it was at the negotiation stage. Now that the negotiation is over I want to ask whether it is not in view of this definite suggestion made by the World Bank that the amalgamation was thought of?

Mr. Deputy-Speaker: I fully remember the hon. Minister concerned said, when he was piloting this Bill, that amalgamation was exactly intended for the purpose of expanding the production of steel and for getting a loan also.

Shri V. P. Nayar: Now that the negotiations are over, may I know whether, during the negotiations, any condition was laid down by the World Bank that the loan will be given only on condition that British interests were also given an opportunity to collaborate?

Shri C. D. Deshmukh: No, Sir.

U.S. TECHNICAL ASSISTANCE PROGRAMME

*272. **Shri K. K. Basu:** Will the Minister of **Finance** be pleased to state:

(a) the total aid received by India under the United Nations Technical Assistance Programme;

(b) the total aid received by India from the UNECAFE, W.H.O. and any other international organisations connected with the U.N.O.; and

(c) the purpose for which this aid has been received and any conditions attached thereto?

The Parliamentary Secretary to the Minister of Finance (Shri B. R. Bhagat): (a) to (c). The Assistance by U.N. and its specialised agencies is provided in the form of technical experts from abroad and of training facilities and ancillary equipment. A statement showing the Assistance received from UNTAA and other Specialised Agencies of U.N. with the purpose is laid on the Table of the House. [*See* Appendix III, annexure No. 1].

No conditions are attached to this assistance.

Shri K. K. Basu: May I know the preponderant nationality of these experts, especially of the cottage industry experts?

Shri B. R. Bhagat: The information has been given in the previous session.

Shri K. K. Basu: I presume the Minister himself is present. He might elucidate.

Mr. Deputy-Speaker: Why should he again explain?

Shri K. K. Basu: About the nationality of cottage industry experts.

Mr. Deputy-Speaker: How can nationality in cottage industry arise? It has not got any nationality. Has the hon. Minister got any information regarding the experts who have come in connection with the cottage industry programme?

Shri B. R. Bhagat: I want notice.

Pandit K. C. Sharma: May I know the number of Indians trained under the Technical Assistance Programme?

Shri B. R. Bhagat: The information about the number of trainees sent abroad was also given in the previous session.

Shri V. P. Nayar: May I know how many of these specialists enjoy diplomatic immunity?

Shri B. R. Bhagat: They do not enjoy any immunity. If they come for the first time, they are immune from the Customs Charges. They are not having any other special privileges. They have no diplomatic immunity.

Shri K. K. Basu: May I know whether the cottage industry experts have been brought in from a country where the ratio of cottage to other industries is very low?

Shri B. R. Bhagat: The hon. Member knows more than myself.

Mr. Deputy-Speaker: The hon. Member is giving information.

KALAYANWALA COMMITTEE

*273. **Shri Tushar Chatterjea:** Will the Minister of **Defence** be pleased to refer to the reply to Starred Question No. 358 given on the 17th November, 1952 and state:

(a) whether Government propose to lay on the Table of the House a copy of the report of the Kalayanwala Committee or its main recommendations;

(b) how long it will take for these recommendations to be implemented;

(c) whether Government are aware that recently the Defence employees in Bombay went on a one-day token strike to protest against the delay in the implementation of these recommendations; and

(d) whether Government propose to announce a date-line for their implementation?

The Deputy Minister of Defence (Sardar Majithia): (a) A copy of the report is available in the Library of the House.

(b) Government hope to pass orders on the recommendations of the Committee shortly.

(c) No, Sir.

(d) No. The Government will announce their decision shortly.

Shri Tushar Chatterjea: May I know whether it is a fact that there are some agreed recommendations of the Committee and if so, whether Government propose to implement those agreed recommendations without delay or not?

Sardar Majithia: As I said the report is under consideration and Government hope to pass orders very shortly on this.

Shri Nambiar: May I know whether Government could pass orders *prima facie* on the report submitted by the Labour Ministry's representative who was in the Committee, since this is being awaited for a long time?

Sardar Majithia: Very shortly, possibly I would say by the end of March, we should be able to come out with these orders.

LIVING CONDITIONS OF SCIENTIFIC WORKERS

*275. **Shri H. N. Mukerjee:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether Government propose to appoint a commission to enquire into the living conditions of Scientific Workers in India;

(b) whether Government have conducted any survey regarding the number of foreign technicians employed in various firms and institutions in India and to what extent this affects the prospects of Indian technicians;

(c) whether Government have checked up the proper implementation

by employers of scientific personnel of their recommendation regarding granting of leave facilities to such employees for attending scientific conferences;

(d) whether Government have received any representations from the All-India Scientific Workers' Association on the above matters and if so, what steps are being taken on them; and

(e) whether Government have considered the question of granting recognition to the above association?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) No. Sir.

(b) The Government of India in the Ministry of Commerce and Industry have called for statistics from all foreign firms employing foreign personnel.

(c) No breaches of the recommendation that scientific workers should be given leave for attending scientific conferences have so far been brought to the notice of the Government.

(d) and (e). A statement giving the desired information is placed on the Table of the House. [See Appendix III, annexure No. 2].

Shri H. N. Mukerjee: Is it a fact that certain scientific workers in Poona who are members of their Association have been victimised for bringing cases of corruption to the notice of Government?

Shri K. D. Malaviya: Government are not aware of that.

Shri H. N. Mukerjee: As a large number of these scientific workers are Government servants, what are the reasons why Government does not choose to recognise their Union when there are Central Government Unions which are recognised in the usual course?

Shri K. D. Malaviya: The question of granting recognition to the Association was referred to the concerned Sister Ministries of the Government and the Labour Ministry has advised us to postpone this question till the 1926 Trade Union Act has been amended.

Shri Nambiar: For recognition a Union has to wait till the Tribunal Act is repealed or amended?

Shri K. D. Malaviya: This question is under the consideration of the Ministry of Labour and they are likely to come to certain decisions soon.

Shri H. N. Mukerjee: Has Government received any representation from the Association of Scientific Workers of India regarding the desirability of ensuring that the oil refineries which are being built by certain foreign interests near Bombay are manned entirely by Indian technicians?

Shri K. D. Malaviya: So far as I know, such a representation has not been received.

Shri H. N. Mukerjee: Is Government aware that in the resolutions which were passed at the conference of the Association of Scientific Workers, there is a resolution only to that effect?

Shri K. D. Malaviya: The Scientific Workers' Association have sent a Memorandum to us regarding their old grievences but, so far as I know, the Memorandum does not contain the specific resolution referred to by the hon. Member.

Shri H. N. Mukerjee: Will Government consider the desirability of ensuring that the technical personnel of these refineries are Indians because that seems to be a feasible proposition according to the recommendations of these technicians?

Mr. Deputy-Speaker: It is a suggestion for action.

The Prime Minister (Shri Jawaharlal Nehru): Government always follows a policy of going in for Indian personnel except when a particular type is not available here. There is no question of following a new policy. It does not wish to employ any foreign technical personnel if Indian technical personnel are available. In fact, I came yesterday from the Damodar Valley where thousands of engineers have been employed. Probably, about a dozen of them may be foreign personnel and all others are Indians.

Shri H. N. Mukerjee: In view of the fact that these foreign companies usually say that Indian technicians are not available, may I draw the attention of Government to a representation made by this Association showing how, in the process of two years when these refineries are to be cons-

tructed, the necessary technical training can easily be given to Indian technicians?

Shri K. D. Malaviya: Yes, Sir, certainly.

LOAN FOR AGRICULTURAL PURPOSES

***276. Shri A. C. Guha:** Will the Minister of **Finance** be pleased to state:

(a) the amount of loan or credit paid by the Reserve Bank of India to different Banks for agricultural purposes in 1952;

(b) the rate of interest charged by the Reserve Bank; and

(c) the rate of interest at which the cultivators have got the loans from Banks?

The Parliamentary Secretary to the Minister of Finance (Shri B. R. Bhagat): (a) The amounts of loans advanced by Reserve Bank of India under Section 17 of the Reserve Bank of India Act to the State Co-operative Banks for seasonal agricultural operations and marketing of crops, in 1952, were as follows:—

(In lakhs of rupees).

Name of the State	1952
Bombay	114.85
Madras	444.93
Madhya Pradesh	46.90
Uttar Pradesh	49.25
Orissa	27.50
West Bengal	60.00
Ajmer-Merwara	1.70
TOTAL	1045.13

(b) The Reserve Bank's advances to State Co-operative Banks for seasonal agricultural operations and marketing of crops are made at 1½ per cent. that is, two per cent. below the Bank rate.

(c) The Reserve Bank has no control over the rate of interest which the co-operative credit institutions charge from the loanees including the agriculturists. However, the available information about the rates of interest at which loans are disbursed by primary co-operative societies in various States is as follows:—

Name of the State	Rate of interest (1951-52)
	(%)
Bombay*	4-11/16 to 9-3/8
Madras	4½ to 6¼
Uttar Pradesh*	12 to 15
West Bengal	12½
Madhya Pradesh	3 to 12
Orissa	8½ to 10½
Bihar*	8 to 9-3/8
Hyderabad	9-3/8 to 20
Rajasthan	7½ to 25
Delhi	9-3/8
Mysore	5½ to 9
Ajmer-Merwara	9 to 10

*For the year 1950-51.

Shri P. T. Chacko: Rajasthan, how much? 25 per cent?

Shri B. R. Bhagat: 7½ per cent. to 25 per cent.

Shri A. C. Guha: For whose interests is the Reserve Bank making this sacrifice and giving a loan at 1½ per cent. whereas these ultimate beneficiaries are getting at 7, 8 and 12 or even at 20 per cent.?

Shri B. R. Bhagat: As I said in reply to part (c), the Co-operative banks being a State subject, the Reserve Bank has no control over the rates charged. Secondly, although the Reserve Bank makes advances to them at a concessional rate of 1½ per cent. this forms only a small percentage of the deposits of the Co-operative Banks. This cannot be had at the same concessional rate. Moreover, there is some force in the complaint that the agriculturists are charged a higher rate. The Reserve Bank is examining this position.

Shri A. C. Guha: May I enquire if the Government is convinced that the rates charged by these Co-operative Banks are usurious and should not be allowed?

Pandit Thakur Das Bhargava: May I make the point clear, Sir?

Mr. Deputy-Speaker: That is going into an argument. The hon. Member is giving an opinion, and....

Shri A. C. Guha: I am simply asking....

Mr. Deputy-Speaker: There is this palpable difference. The Reserve Bank lends at a low rate and they charge a higher rate. But, they are governed by the State Governments. The hon. Minister can only exert a moral influence over this and no other influence.

The Minister of Finance (Shri C. D. Deshmukh): The Reserve Bank exerts something more than a moral influence. I remember when this system was started in my time, the intention was that the advantage should be passed on to the actual loanee or the cultivator. How this matter has developed since then, I am not precisely aware of. But, I do think that something can be done by the Reserve Bank to ensure that the advantage of these low rates is, in fact, passed on to the cultivator.

Shri P. T. Chacko: May I know whether in 1952 any amount was advanced from the Reserve Bank to any Co-operative Apex banks or Scheduled banks for agricuitural loans in the Part B States?

Shri C. D. Deshmukh: Actually in the list, there is no part B State bank, and the reason is that the Reserve Bank's facilities in terms of section 17 are available only where two good signatures are available. It is not always possible to furnish them because the co-operative movement is relatively undeveloped or in an unsatisfactory state in some of the States. For instance, in some of the States, there are no State co-operative banks at all. In other States, the Apex banks require considerable re-organisation.

Pandit K. C. Sharma: May I know the circumstances under which the Reserve Bank permitted this unconscionable and usurious practice by the Co-operative banks?

Mr. Deputy-Speaker: The hon. Minister has said that he is making enquiries.

सरदार ए० एस० सहगल : डेढ़ रुपये सैकड़े पर रिज़र्व बैंक जो लोन प्राविन्शयल बैंक्स को देता है और वे जो डिस्ट्रिक्ट कोअपरेटिव बैंक्स को देते हैं, यह भी ज्यादा चार्ज करते हैं, तो क्या इस पर सरकार तहक़ीकात करेगी ?

श्री सी० डी० देशमुख : मैंने वायदा किया है और वह तहक़ीकात की जायगी।

Mr. Deputy-Speaker: I am afraid we are beating a dead horse.

Shri S. N. Das: May I know whether efforts have been made to enquire to what extent these Co-operative Banks were able to utilise the loans granted to them for the purpose for which they were intended?

Shri C. D. Deshmukh: Our impression is that they have been fully utilised.

Shri N. Somana: For what period is this loan granted?

Shri C. D. Deshmukh: Twelve to fifteen months.

Shri Velayudhan: May I know whether the moneys already given to the States were actually used for cultivation purposes or not?

Mr. Deputy-Speaker: They are agricultural loans.

Shri Velayudhan: I want an answer. The Reserve Bank gives loans at a low rate; but they charge 15 per cent. and 25 per cent. We should know....

Mr. Deputy-Speaker: Order, order. The hon. Member will allow an answer to be given.

Shri C. D. Deshmukh: We have no evidence that it is used for any other purpose.

Mr. Deputy-Speaker: Next question.

Secretariat Staff Welfare and Amenities Committee

*277. **Sardar Hukam Singh:** Will the Minister of **Home Affairs** be pleased to state whether a Secretariat Staff Welfare and Amenities Committee to organise literary, social and recreational activities for the Staff has been constituted?

The Deputy Minister of Home Affairs (Shri Datar): The question of constituting such a Committee is under active consideration.

Sardar Hukam Singh: When was it that the Estimates committee made a recommendation to the effect that a Committee should be constituted?

Shri Datar: They made a recommendation in 1951. Immediately a circular was issued and last year on

8th August, an inter-departmental conference was held and certain proposals have been made. They are being implemented.

Sardar Hukam Singh: May I know whether for the present any activities, literary, social or other, are being provided to the staff?

Shri Datar: They are not being provided on an organised scale. But, there are certain activities here and there. The object is to have a Central Committee and to have under that committee all these activities so far as the different Ministries are concerned.

Sardar Hukam Singh: May I know what are those activities just at present?

Shri Datar: I should like to have notice if my hon. friend desires to have details of the activities.

Shri Nambiar: May I know whether the Secretariat staff will have representation in this Committee?

Shri Datar: They will have representation in the committees. In fact, they will have the greatest representation.

Mr. Deputy-Speaker: Largest representation. Next question.

EAST BENGAL DISPLACED PERSONS

*278. **Shri B. K. Das:** Will the Minister of **Rehabilitation** be pleased to state:

(a) how many of the East Bengal displaced persons of the 1952 influx have been provided with work either in camps or in other places;

(b) how many of them are living on doles; and

(c) how many of them have been treated as unattached persons?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) 16,793 persons (Excluding Assam).

(b) 63,474 persons.

(c) 3,043 persons.

Shri B. K. Das: May I know the nature of the work given to these people?

Shri J. K. Bhonsle: Building of roads, clearing of rehabilitation sites, and that sort of work.

Shri B. K. Das: What is the daily wage that they are given on an average?

Shri J. K. Bhonsle: Between 14 annas and one rupee.

Shri B. K. Das: May I know how far the plan that these persons who come under this new influx will be given work as soon as they arrive here, has been successful?

Shri J. K. Bhonsle: I have given figures of the total number of people that have been given work.

Shri B. K. Das: My question is this. A plan was decided upon that as soon as these displaced persons come to India, they would be taken to a place of work and not left in the camps. I want to know how far that plan has been successful.

The Minister of Rehabilitation (Shri A. P. Jain): We have given the number of persons who have been removed to the camps, and the number of persons who have been sent to the work site. These two figures are enough to give an idea of the success of the scheme.

Pandit Thakur Das Bhargava: What is the amount of dole given to these displaced persons, in terms of money?

Shri J. K. Bhonsle: Rupees three a week for an adult, and Rs. 2/- a week for children under 8 years of age, besides clothing and schooling and medical facilities.

Shri B. K. Das: May I have an idea how long these camps will be continued?

Shri J. K. Bhonsle: It all depends on how quickly the Government of Bengal is able to rehabilitate them.

Shri Raghavaiah: May I know whether it is a living wage at all?

Mr. Deputy-Speaker: It is for the hon. Member to judge.

Shri B. K. Das: May I know whether, in addition to these 63,000 persons who are in the camps now, there are other persons in the camps who came earlier? And what is their number?

Shri J. K. Bhonsle: Roughly, the difference is about 3,000.

Shri S. C. Deb: May I know the influx in the State of Assam during 1952?

Shri J. K. Bhonsle: 21,500.

Shri Chattopadhyaya: May I ask whether Rs. 3/- is a living wage? Is it at all a living wage, or is it a death wage?

Mr. Deputy-Speaker: Next question.

Shri Raghavaiah: I also put a similar question. It was not answered.

Mr. Deputy-Speaker: Both have received answers.

OSMANIA CURRENCY

*279. **Shri M. L. Dwivedi:** Will the Minister of **Finance** be pleased to state:

(a) whether Government employees and others receiving their salaries in Osmania currency in Hyderabad (Deccan) shall be paid an equivalent sum of money of Indian currency as salaries according to the prescribed exchange ratio or as in terms of actual number of Osmania rupees as a result of the change over from Osmania currency to the Indian Republican currency from the 1st April, 1953; and

(b) whether the exchange rate, as prescribed by Government, will remain fixed for a number of years or will vary according to fluctuations as hithertofore?

The Parliamentary Secretary to the Minister of Finance (Shri B. R. Bhagat): (a) Salaries fixed in O.S. currency will be converted into Indian currency at the statutory rate of exchange.

(b) The present statutory rate of exchange between the two currencies will remain operative till the complete withdrawal of O.S. currency from circulation.

Shri M. L. Dwivedi: What is the difference between the Indian and Osmania currencies at present, and what shall be the amount payable to employees in case we pay them in Indian currency?

Shri B. R. Bhagat: They are two separate questions. By difference, does he mean the rate of exchange?

Shri M. L. Dwivedi: Yes.

Shri B. R. Bhagat: The rate of exchange is: One hundred Indian Rupees are equal to Rs. 116/10/8 Osmania currency.

Shri M. L. Dwivedi: May I know whether this is the current rate, or the rate prescribed by Government?

Shri B. R. Bhagat: It is a statutory rate.

Shri M. L. Dwivedi: And what is the current rate there?

Shri B. R. Bhagat: I do not know.

Shri Bogawat: May I know if it is the intention of the Government to abolish Hyderabad currency?

Shri B. R. Bhagat: Yes.

Shri M. L. Dwivedi: How long will it take to effect this change?

Shri B. R. Bhagat: The Osmania currency is expected to be withdrawn from 1st April, 1953.

Shri S. N. Das: May I know the period during which this exchange will be allowed?

Mr. Deputy-Speaker: The hon. Member must speak loudly, distinctly and clearly. We are unable to hear at all the answers or the questions. Let there be no hurry. Nobody is hustling any hon. Member here. Mr. Jaipal Singh.

Shri Jaipal Singh: What is the total quantity of Osmania currency?

The Minister of Finance (Shri C. D. Deshmukh): Rs. 41·38 crores.

Mr. Deputy-Speaker: Next question. The whole currency will drop out from 1st of April.

Shri Nambiar: Just one question. I want to know whether the Minister has received any representation from the staff in Government service in Hyderabad that they should not be put at a disadvantage by the change.

The Deputy Minister of Finance (Shri M. C. Shah): There is another question on the subject. If I am allowed to reply, I can reply.

When the integration took place, Hyderabad was taken over by the Central Government. The Hyderabad Printing Press was with the Hyderabad Government. So, today one rupee currency note is printed in Hyderabad Printing Press which is the property of the Hyderabad Government. The staff also belongs to the Hyderabad Government. When the currency is stopped, there will be some surplus labour there. There are about 105 posts out of which only 36 remain vacant. So, 69 persons will be left, and they will have to be absorbed by the Hyderabad State Government. The Central Government has got nothing to do with them. The Central Government is just looking after the Hyderabad Mint. And about marking and all those things, there are certain people about which the Central Government will take care.

Mr. Deputy-Speaker: Hon. Members put some questions. A whole picture sometimes has to be given by the Government, and instead of thanking the Government...(*interruption*). I do not find the question here. The

hon. Minister was inclined to give an answer to this question. No more supplementaries. Even this is too much. Next question.

Shri Sivamurthi Swami: I want a question to be answered on this.

Mr. Deputy-Speaker: No.

COMPENSATION DUES TO DISPLACED PERSONS

*281. **Dr. Ram Subhag Singh:** Will the Minister of **Rehabilitation** be pleased to state:

(a) the number of persons who have so far applied for their compensation dues;

(b) how many applications have been disposed of and claimants given their dues; and

(c) what has been the total amount of money so far given as compensation dues?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) Nearly 5,000 persons have supplied certain details necessary for the determination of recompense.

(b) No question of the disposal of any claim for recompense can arise unless the scheme for recompense has been sanctioned by the Government.

(c) Does not arise.

Dr. Ram Subhag Singh: How long will the Government take to sanction the scheme?

The Minister of Rehabilitation (Shri A. P. Jain): The scheme is under the consideration of the Government at the highest level, and the hon. Member can draw his own inference as to how much time it will take.

Dr. Ram Subhag Singh: What kind of displaced persons are entitled to apply for this compensation?

Shri A. P. Jain: We selected certain categories:

(i) widows, old and infirm persons in receipt of maintenance allowance;

(ii) inmates of Women's Homes and Infirmaries;

(iii) residents of mud hut colonies in Punjab;

(iv) persons living in certain townships and colonies;

(v) temporary allottees of land in Bharatpur, Alwar, and Ganga Nagar districts of Rajasthan, and

(vi) displaced persons settled in Jagron, Rajkot, Khanna and Samrala towns in Ludhiana District of Punjab.

Sardar Hukam Singh: Is there any proposal to ask any other categories to send in their claims before the scheme is sanctioned by the Government?

Shri A. P. Jain: No.

Sardar Hukam Singh: Are there any special reasons why these categories were asked to put in their claims even when the Government was not prepared with a scheme at all?

Shri A. P. Jain: These are some of the preliminaries which we wanted to clear, firstly with the idea of having some sort of experiment, and secondly to select the most deserving persons whose claims may receive priority.

Pandit K. C. Sharma: What is the total estimated amount likely to be at the disposal of the Government?

Shri A. P. Jain: I cannot give any figures unless the scheme is sanctioned by Government.

Shri Gidwani: Is it a fact that claims once verified are being re-verified under the scheme called the "Rationalization Scheme" resulting in the reduction of the original amount of the claims?

Shri A. P. Jain: There is no question of re-verification. The law provides for re-verification, and in cases where errors have been committed, re-verification is being done.

Shri Gidwani: Is it a fact that notices are being sent to the claimants to appear before the Claims Commissioners when such re-verification takes place at very long distances from the place of their residence—in some cases, the claimants living in one State are being asked to appear in another State, thus putting them to a lot of inconvenience and expense?

Shri A. P. Jain: The complaint of the hon. Member appears to be that we are giving them an opportunity to present their case. If they choose to do so, they can put their case; otherwise, proceedings will be taken *ex-parte*.

Shri Gidwani: It is not only in the case of a few individuals. Do the Government know that hundreds of people are being called from one State to another to appear for this so-called re-verification of their claims, and

that it means loss of thousands of rupees to them?

Sardar Hukam Singh: May I know whether there has been any one single case where the claim was under-estimated and the error has been corrected to that extent?

Shri A. P. Jain: There may or may not be. I do not know.

RESETTLEMENT OF DISPLACED PERSONS

*282. **Dr. Ram Subhag Singh:** (a) Will the Minister of **Rehabilitation** be pleased to state the total number of displaced families from the Yol Camp in Punjab (India) who have so far been re-settled in Jammu Province?

(b) What amount of money has been given to them as loan?

(c) When is the recovery of that loan likely to commence?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) 1,350 families.

(b) Rs. 500/- per family.

(c) About December 1953.

Lal-Kot AND *Purana-Qila*

*283. **Dr. Ram Subhag Singh:** (a) Will the Minister of **Education** be pleased to state whether Government are aware that *Lal Kot*, the fort associated with Raja Anangapal, and *Purana Qila*, on the site of Indraprastha of Mahabharat fame, are fast decaying?

(b) If so, do Government propose to take adequate steps for their protection?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) and (b). The walls of *Lal Kot* (Mahrauli) are in ruins for the last 500 years. Some of its best preserved portions are protected but are not kept in full state of repair as that would entail prohibitive expenditure.

Constructions against the walls of Purana Qila are occupied by refugees and as soon as these are vacated the question of necessary repairs will be examined.

INDIAN STUDENTS GOING ABROAD

*284. **Shri V. P. Nayar:** Will the Minister of **Education** be pleased to state:

(a) whether the Ministry of Education, Government of India, have any control in the matter of Indian students going abroad for University Education;

(b) if so, whether Government will be pleased to lay on the Table of the House a statement showing details of Indian students receiving instruction and training in foreign Universities, the countries and the Universities where they study and the subjects which they study, as on the 1st January 1952; and

(c) whether Government have estimated the expenditure incurred by these students on education in foreign countries in 1951 and 1952?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) None, except that such students as apply for admission to Institutions abroad, through the Ministry of Education are required to satisfy that they have made satisfactory financial arrangements for their stay abroad.

(b) Available information relating to the U.S.A., Canada, and the U.K. is contained in the pamphlets entitled "Directory of Indian Students in the U.S.A. and Canada" and "List of Indian Students according to subjects of study in U.K. in 1951-52" which are in the Parliament Library. Information relating to other countries when available, will be laid on the Table of the House.

(c) No.

Shri V. P. Nayar: May I know whether the Government of India have taken any steps to see that Indian students do not spend money abroad for studies, at least in cases where identical courses are provided by Indian Universities?

Shri K. D. Malaviya: That is what we are doing, we are giving advice to the students accordingly.

Shri V. P. Nayar: Is it a fact that even now for Government appointments foreign training is preferred to Indian training?

Shri K. D. Malaviya: People who come from foreign institutions are not given preference to the Indian students simply because they have had foreign training, but wherever the calibre and qualifications of candidates are not equal to what we want, then we have got to employ some people who come from foreign institutions.

Shri V. P. Nayar: That is an evasive reply, Sir. My question was different.

Mr. Deputy-Speaker: Preference is given according to qualifications, and not merely on account of the fact that they come from foreign institutions.

Shri V. P. Nayar: That was not my question. I wanted to know whether foreign training is given some more preference than Indian training for identical courses in India?

Shri K. D. Malaviya: I am not aware of it.

Shri Meghnad Saha: Is the hon. Minister aware of the fact that in many countries, no student who is not a graduate of the Universities of those countries is allowed to go to foreign countries for such kind of training?

Shri K. D. Malaviya: I take the information from the hon. Member.

Shri Meghnad Saha: Is the hon. Minister aware of the fact that students from Japan who have got their doctorate degree are not allowed to take their doctorate degree in foreign countries?

Shri K. D. Malaviya: I am not aware of it.

Shri K. K. Basu: Have the Government considered the possibility of banning legal and arts education in foreign countries for Indian students, and thereby save currency?

Shri K. D. Malaviya: That is a suggestion.

Dr. Suresh Chandra: What facilities are provided to the Indian students abroad by educational officers appointed by the Education Ministry?

Shri K. D. Malaviya: There is an office there, and those students who go there for foreign studies are given advice according to the rules and canons supplied to them.

Dr. Suresh Chandra: Have the Government received any complaints from the students as regards non-attendance by these officers?

Shri K. D. Malaviya: No, we have not got any complaints.

Shri Velayudhan: Arising out of the answer to (c), may I know whether the Government have abolished the partial assistance scheme, which was in vogue before, for students studying in foreign universities?

Shri K. D. Malaviya: No, Sir. We have not abandoned any scheme of giving aid to students.

SEPOYS AND ORDERLIES

*285. **Shri V. P. Nayar:** Will the Minister of **Defence** be pleased to state:

(a) the number of sepoys of the Indian Army who are working as personal orderlies of officers of the Army, as on the 1st January, 1953;

(b) whether the officers who employ such sepoys as personal orderlies have to pay any amount to Government by adjustments in pay; and

(c) if the answer to part (b) above be in the affirmative, the total amount received from officers on account of engaging personal orderlies from the other ranks of the Indian Army?

The Deputy Minister of Defence (Sardar Majithia): (a) and (c). It is regretted that it would not be in the public interest to disclose this information.

(b) Yes; a sum of Rs. 30/- per mensem is charged from the date a batman is actually provided to an officer.

Shri V. P. Nayar: If it is not against the public interest, may I know the rank of the military officer, who will be entitled to get the services of a sepoy as personal orderly?

Sardar Majithia: All officers.

Shri V. P. Nayar: What is the minimum rank of the officer, lieutenant, captain, major or what?

Sardar Majithia: I have already said officers, and that term includes all the officers of the different ranks.

Shri V. P. Nayar: Are the Government aware that in such cases, the officers use their orderlies for very humiliating work, such as cleaning of boots, sweeping etc.? I know some cases personally, Sir.

Mr. Deputy-Speaker: We need not go into all these things.

Shri Nambiar: May I know whether it has been brought to the notice of the Government that there are complaints.....

Mr. Deputy-Speaker: Hon. Members are only giving information. There is no purpose in doing so. They may give information, not necessarily here on the floor of the House.

Shri G. S. Singh: May I know whether the Government have any information about similar facilities being provided for officers in the Russian and Chinese armies?

Sardar Majithia: Possibly they do provide similar facilities.

Shri Joachim Alva: If a mighty nation like the United States gives out the figures of its Army, Air Force and other defence personnel, what objection has the hon. Minister got to give information regarding the number of orderlies in the Indian Army?

Sardar Majithia: For obvious reasons.

Mr. Deputy-Speaker: There is no use arguing this matter. It is left to the Government to decide whether it is in the public interest or not, to disclose the information, particularly in matters of defence.

Shri V. P. Nayar: May I know whether army personnel are drafted as orderlies for *ex*-Rajas—I mean *ex*-rulers?

Sardar Majithia: Not to my knowledge.

Mr. Deputy-Speaker: Next question. No. 287.

Shri V. P. Nayar: What about question No. 286?

Mr. Deputy-Speaker: It has been transferred to the list of questions for the 3rd March, 1953, for answer by the Minister of Commerce and Industry.

EMERGENCY OFFICERS

*287. **Shri A. N. Vidyalankar:** Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that a large number of emergency officers, directly recruited, have recently been released from service;

(b) if so, the number of such officers released in 1952;

(c) whether any active attempt has been made to absorb these officers in other Government Departments and if so, how many of the released officers have heen elsewhere absorbed; and

(d) what benefits are allowed to these officers on their release?

The Deputy Minister of Defence (Sardar Majithia): (a) No.

(b) Only 33 officers who were granted Emergency Commission direct from civil life were released in 1952.

(c) Yes. Out of 33 direct Commissioned Officers released during 1952, two have been absorbed in Class II appointments in the Ministry of Defence. In addition, 84 officers who were released before 1952 found employment last year in the Central and State Governments.

(d) Under the existing rules, Emergency Commissioned Officers recruited direct are not entitled to any pensionary benefits.

War gratuity admissible under the rules has already been paid to these officers.

Shri A. N. Vidyalankar: As for those who have not been absorbed yet, are the Government making any attempts to absorb them also?

Sardar Majithia: Yes, the Government are making attempts.

ELECTION PETITIONS

*288. **Shri Lakshman Singh Charak:** (a) Will the Minister of **Law** be pleased to state how many Election Petitions were filed up to the end of December 1952?

(b) How many Tribunals were constituted to dispose of the petitions up to December, 1952?

(c) How many petitions are still pending before Tribunals?

The Minister of Law and Minority Affairs (Shri Biswas): (a) 342 petitions were filed up to the end of December last.

(b) 63 Tribunals were constituted.

(c) 232 petitions were pending before the Tribunals on 1st February, 1953.

Shri Nambiar: What will be the date by which all these petitions would have been disposed of, and we can think about the next elections?

Shri Biswas: That is more than I can say.

Shri K. K. Basu: May I know the name of the State which has the largest number of such petitions?

Shri Biswas: The numbers are as follows:

Patna	12	(In Bihar)
Ludhiana	11	(In Punjab)
Patiala II	11	(In PEPSU)
Jaipur	12	(In Rajasthan)
Rewa	18	(It is in Vindhya Pradesh, and tops the list).

Mr. Deputy-Speaker: How is it that any hon. Member is interested in some election not known to him?

Shri Gidwani: May I know in how many cases elections have been held

before final decisions were made by competent authorities regarding the rejection of nomination papers of the candidates?

Shri Biswas: I gave the numbers in reply to an unstarred question the other day. I have not got those figures here now.

Shri Gidwani: Do the Government propose to amend the Act?

Mr. Deputy-Speaker: It is a suggestion for action.

Shri Biswas: A Bill will be introduced shortly.

S.S.R.C. OFFICERS (PENSION)

*290. **Shri Lakshman Singh Charak:** (a) Will the Minister of **Defence** be pleased to state the total number of S.S.R.C. Officers in the Indian Army?

(b) How many out of this number are officers of the former State Forces and how many former I.E.C.O.?

(c) Have Government framed rules regarding grant of proportionate pension if the S.S.R.C. Officers are retained for more than 10 years?

The Deputy Minister of Defence (Shri Satish Chandra): (a) It is not in the public interest to disclose the actual number of Short Service Regular Commission Officers now serving in the Indian Army.

(b) Nearly 18 per cent. of the present strength of S.S.R.C. Officers were former Officers of the State Forces and 28 per cent. former I.E.C. Officers.

(c) S.S.R.C. Officers are entitled only to terminal gratuity. Even the permanent Regular Commission Officers with less than 15 years of service are not entitled to a pension. The question of grant of proportionate pension to S.S.R.C. Officers with more than 10 years service, therefore, does not arise.

S.S.R.C. OFFICERS

*291. **Shri Lakshman Singh Charak:** Will the Minister of **Defence** be pleased to state whether it is a fact that S.S.R.C. officers are being granted extension from year to year?

The Deputy Minister of Defence (Shri Satish Chandra): Officers who were originally granted Short Service Regular Commission in the Army for one year are being granted extensions for a period not exceeding one year at a time, if their services are required.

Officers, who were originally granted Short Service Regular Commission for a period of 3 or 5 years, have been granted indefinite extensions for so long as their services are required.

Shri Lakshman Singh Charak: What are the reasons for the grant of extension from year to year?

Shri Satish Chandra: To whom, Sir? As I said, there are two categories of Short Service Regular Commission Officers. One is of those who were originally granted Short Service Regular Commission for a period of 3 to 5 years. They have been recently granted indefinite extension up to such time that it becomes necessary to release them. The others were given Short Service Regular Commission only for one year and I think that the reason for keeping them on is the prevailing political situation.

Shri Lakshman Singh Charak: What is the difficulty in the way of treating this category on the same basis as the other one?

Shri Satish Chandra: Probably, our army strength will not be able to absorb them and retain them for any length of time.

COMMONWEALTH DEFENCE SCIENTISTS

*292. **Shri H. N. Mukerjee:** (a) Will the Minister of **Defence** be pleased to state whether it is a fact that a meeting of Commonwealth Defence Scientists will be held shortly at Delhi?

(b) If so, what is the purpose of the Conference?

The Deputy Minister of Defence (Shri Satish Chandra): (a) Yes; a meeting of the Commonwealth Advisory Committee on Defence Science is to be held in New Delhi from the 2nd to the 14th March 1953.

(b) The object is to co-ordinate scientific research relating to defence by providing an opportunity to the leading scientists of the Commonwealth countries in this field to meet and discuss problems of common interest.

Shri H. N. Mukerjee: May I know, Sir, if there is a system of regular mutual exchange of scientific information regarding defence as between India and the other countries of the Commonwealth?

Shri Satish Chandra: Yes, Sir. Only such information is exchanged which the exchanging countries can make use of. If is no use for India to get information which she cannot utilize. Therefore, all such information which is of mutual interest is exchanged.

Shri H. N. Mukerjee: Is any safeguard being adopted in order to prevent the work of Indian scientists who are operating in the defence sector going out to other Commonwealth countries?

Shri Satish Chandra: I wish the House to realise that we have not made much progress in the field of Defence science. We only stand to gain by participating in such conferences. Most of our scientific research at present is not such as should be kept a very close secret.

Shri H. N. Mukerjee: Is there not much danger of our Defence installations with scientific implications being open to inspection by many of these people of the Commonwealth countries with results which might prove disastrous to our country?

Shri Satish Chandra: Government does not consider so. Nor is it correct to say that they are visiting many of our Defence installations. Firstly, they are all friendly nations. Secondly, our Defence installations do not provide any such clues that the hon. Member has in mind.

Shri H. N. Mukerjee: Has Government made sure that in the list of those who are coming as Commonwealth Defence Scientists there are not army people who being to their Intelligence Service—under whatever cloak they may be?

Shri Satish Chandra: They are generally eminent persons connected with Defence science. The scientific delegation from the United Kingdom, for example, is headed by a most eminent Scientist who may come to scientific conferences even otherwise.

Shri Meghnad Saha: Is not the hon. Minister aware that many eminent atom scientists have acted as spies and have been hauled up.....

Mr. Deputy-Speaker: Let us not go into that. Scientists know scientists' hearts better. Let us not go into hypothetical matters. Every precaution is taken by Government.

Shri Joachim Alva: When was the idea of this conference mooted—was it before the reported move of Pakistan joining M.E.D.O. or after?

Shri Satish Chandra: This conference first met several years ago in the United Kingdom, in the pre-independence period. Then it was decided that they should meet regularly once in two years and have discussions on subjects of common interest. It has met from time to time. This time it has been invited by the India Government to meet here.

Shri G. P. Sinha: Is there any likelihood of the programme of this conference being changed in view of the fact that Pakistan is likely to join the Middle East Defence Organisation?

Shri Satish Chandra: Such questions are looked into by the Ministry of External Affairs. I do not think that Pakistan has joined M.E.D.O. so far. There are only vague reports. Anyhow, no change whatsoever is contemplated in the programme of the conference for that reason (*Interruptions*).

Mr. Deputy-Speaker: Order, order. Some questions are put no doubt in view of particular things which may or may not happen, to know what is the attitude of Government. In fact the Government—the hon. Minister—might say easily that there is absolutely no such change intended. We need not go into other matters at all —one long answer followed by another long question and so on.

Shri Raghunath Singh: Is Pakistan also going to attend this conference?

Shri Satish Chandra: Yes, Sir.

सरदार ए० एस० सहगल : क्या सरकार ने इस का इन्तजाम किया है कि जो कामनवेल्थ सायंटिस्ट्स कानफरेंस हो रही है उसकी चीजें रशिया को न मालूम हों ?

Mr. Deputy-Speaker: Commonwealth is not Russia.

Shri V. P. Nayar and **Shri Nambiar** *rose*—

Mr. Deputy-Speaker: Is there not a limit to the number of questions to be put? Their leader has already put a number of questions. No more questions.

TECHNICAL ASSISTANCE PROGRAMME

*293. **Shri T. S. A. Chettiar:** (a) Will the Minister of **Education** be pleased to state how many persons have been obtained for his Ministry under the Technical Assistance Programme from foreign countries in the years 1951-52 and 1952-53?

(b) What are the main subjects for which they have been secured?

(c) Are they working directly under the Government of India or are they allotted to institutions?

(d) Have the Government of India assessed the usefulness and value of the assistance of these people in their various fields?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) Four in 1951-52 and seven in 1952-53.

(b) The main subjects are:—

(i) Civil Engineering.

(ii) Chemical Engineering.

(iii) Machine Tools and Workshop Technology.

(iv) Hydraulics and Dam Construction.

(v) Industrial Administration and Business Management.

(vi) Child Welfare and Child Guidance.

(vii) Vocational Guidance.

(viii) Secondary Education.

(c) Eight are working in institutions which are either under the administrative control of Government or are financially assisted by Government; and three are working directly with the Ministry of Education.

(d) As the persons concerned are experts in their respective fields and their services have been specially secured for various projects, the question of assessing their usefulness does not arise.

Shrimati Tarkeshwari Sinha: May I know whether it is a fact that.....

Mr. Deputy-Speaker: The hon. Member is late. The Question-hour is over.

Shrimati Tarkeshwari Sinha: I could not catch your eye, Sir.

Mr. Deputy-Speaker: I will allow some more time tomorrow.

WRITTEN ANSWERS TO QUESTIONS

Foreigners Granted Visas

***274. Shrimati Renu Chakravartty:** (a) Will the Minister of **Home Affairs** be pleased to state how many foreigners have been granted visas for entry into India, during the last three months?

(b) Which countries did they belong to and what were the purposes of their visits?

(c) How many of them came at Government of India's request, and how many came to take part in various conferences, official and non-official?

(d) Have the Government of India kept themselves informed of the opinions expressed in public by such persons and taken note of such opinions as amounted to interference in the internal affairs of the country?

(e) If so, what steps have been taken in regard to the expression of such opinions?

The Minister of Home Affairs and States (Dr. Katju): (a) to (c). A statement giving the required information as for October, November and December, 1952, is placed on the Table of the House [*See* Appendix III, annexure **No. 3.**]

(d) No special arrangements are made to keep track of the utterances of the foreign visitors to this country. The vigilance of the Press and Public is sufficient to call attention to any statements which amount to interference in the internal affairs of the country. So far Government have not had any occasion to take any serious notice.

(e) Does not arise.

Synthetic Rice

***280. Shrimati Renu Chakravartty:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether it is a fact that some officials of Government are to undertake a **trip to Britain** for the purchase of machinery, for the production of synthetic rice;

(b) which companies they are expected to consult and what is the sum granted for the purchase of this machinery;

(c) whether Government have made sure of the production of synthetic rice being a good commercial proposition before their intention to purchase the machinery for its production;

(d) the estimated cost of production of synthetic rice; and

(e) the tests made to ensure that this article of food will be taken to by the people?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) The Government of India have sent the Director, Central Food Technological Research Institute, Mysore, abroad to study in detail the possibilities of large scale production of synthetic rice generally and more particularly the nature of equipment required, its cost and working conditions.

(b) The Officer will contact important firms dealing with such machinery in the U.K. and in the Continent.

(c) Yes, as much as is possible under the circumstances. Besides, the idea behind purchasing the machinery is to produce sufficient quantity of synthetic rise for consumer trial on a fairly large scale.

(d) Unless the Government get all information from Europe about the character and capacity of the machinery, it will not be possible to give any accurate idea of the cost of the proposed synthetic food, but with the present prices of raw-materials required for the production of synthetic rice it can be presumed that the price will very favourably compare with the prices of other food commodities.

(e) The consumer acceptability trials conducted so far in Mysore and other centres with preparation made from synthetic rice go to indicate that the consumers have found the product readily acceptable and easily digested.

MANUSCRIPT IN SANSKRIT

*294. **Shri Viswanatha Reddy:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether it has come to the notice of Government that certain old manuscripts in Sanskrit have recently been unearthed in Mysore, which give details of manufacture of various types of aeroplanes and also production of rain by artificial means; and

(b) whether Government have made arrangements to study these manuscripts?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) It is understood from the Government of Mysore that no authentic information is available on the subject except some notices published in the press by one Josyer.

(b) Does not arise.

SAND-STONES

*295. **Shri N. P. Sinha:** (a) Will the Minister of **Natural Resources and Scientific Research** be pleased to state whether any investigation has been made to obtain domestic Talcs (Sand-Stones) in India?

(b) What is its prospect in Bihar?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) and (b). A statement giving the information required is laid on the Table of the House. [*See* Appendix III, annexure No. 4]

HYDERABAD STATE BANK

*296. **Shri Madhao Reddi:** Will the Minister of **Finance** be pleased to state whether there is any proposal to merge the Hyderabad State Bank with the Reserve Bank of India?

The Minister of Finance (Shri C. D. Deshmukh): No, Sir.

STAMP DEPARTMENT OF HYDERABAD

*297. **Shri Madhao Reddi:** Will the Minister of **Finance** be pleased to state whether there is any proposal to merge the **Stamp Department of Hyderabad** with the Nasik Security Printing Press to utilise the machines which hitherto printed the Nizam's post cards and stamps?

The Minister of Finance (Shri C. D. Deshmukh): No, Sir, as they are surplus to requirements.

FINANCIAL HELP TO RAJASTHAN

*298. **Shri Madhao Reddi:** Will the Minister of **States** be pleased to state whether Rajasthan's demand for financial help has been met by the Central Government?

The Minister of Home Affairs and States (Dr. Katju): The request has been met to the extent possible.

ARTIFICIAL RICE

*299. **Shri B. N. Roy:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether the research on the production of artificial rice has shown any prospects of supply in considerable quantities this year; and

(b) whether it contains as much nutrition as natural rice?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) The production of synthetic rice on a large scale has not yet been attempted. The Government of India have sent the Director, Central Food Technological Research Institute, Mysore, abroad to study in detail the possibilities of large scale production of synthetic rice generally and more particularly the nature of equipment required and its working conditions. This officer will submit a report to the Government of India for consideration.

(b) Yes, Sir.

OPTION FOR PAKISTAN

*300. **Pandit D. N. Tiwary:** (a) Will the Minister of **Home Affairs** be pleased to state how many of those Government servants who, after Partition, opted for Pakistan have come over to India again and been absorbed in services here and the requests of how many have been turned down, up-to-date?

(b) Have any of those who opted for India, gone to Pakistan and joined service and settled there?

(c) Are there any persons in India either in Government or private service whose wives and children have settled in Pakistan and if so, what is the number thereof?

(d) Are there any persons in the services of Pakistan whose families are still in India?

The Minister of Home Affairs and States (Dr. Katju): (a) Exact figures are not available. Information as far as could be ascertained through a Press Note shows that 170 Central Government servants who opted for Pakistan (final) and who were compelled to come out of that country due to disturbances after partition have been re-employed under the Government of India on a temporary basis.

(b) About 1200 persons who opted for service in India finally left for Pakistan. It is not known whether they joined service and settled down in that country.

(c) Information regarding the number of persons who are in Government service in India and whose wives and children have settled down in Pakistan is being collected and will be laid on the Table of the House in due course. It is not, however, possible to ascertain the number of those persons who are in private service in India and whose wives and children have settled in Pakistan.

(d) Government have no information. Nor is it possible for them to collect this information.

DIVISION BENCH OF TRAVANCORE-COCHIN HIGH COURT

*301. **Shri N. Sreekantan Nair:** Will the Minister of **States** be pleased to state:

(a) whether Government are considering the desirability of transferring a Division Bench of Travancore-Cochin High Court to Trivandrum;

(b) whether any Legislation is contemplated for that purpose; and

(c) if so, when is it likely to come before this House?

The Minister of Home Affairs and States (Dr. Katju): (a) to (c). It is proposed to introduce, during the present session of Parliament, a Bill providing for the location at Trivandrum of a bench of the Travancore-Cochin High Court to exercise, in respect of cases arising in the Trivandrum District, the jurisdiction and powers of a single Judge or a Division bench of two Judges.

MONAZITE

*302. **Shri N. Sreekantan Nair:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) the present specification of Monazite content in the Ilminite; and

(b) whether Government have received complaints regarding this low specification from the employers and workers?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) ·1 per cent. Sir.

(b) Yes, Sir.

ओरियण्टल इन्श्योरेंस कम्पनी

*३०३. **श्री आर० ऐन० सिंह :** क्या वित्त मंत्री यह बतलाने की कृपा करेंगे :

(क) क्या सरकार ओरियण्टल इन्श्योरेंस कम्पनी को एक म्यूचुअल (mutual) कम्पनी बनाने का कोई विचार कर रही है; तथा

(ख) यदि हां, तो कब ?

The Minister of Finance (Shri C. D. Deshmukh): (a) The Government have no such proposal.

(b) Does not arise.

SINGLE-POINT AND MULTI-POINT TAXES

*304. **Shri L. N. Mishra:** (a) Will the Minister of **Finance** be pleased to state whether it is a fact that some decisions as regards single-point and multi-point taxes were arrived at in the last Finance Ministers' Conference in October, 1952?

(b) If so, are the steps taken by certain State Governments to levy multi-point taxes in pursuance of that decision?

The Minister of Finance (Shri C. D. Deshmukh): (a) No, Sir.

(b) Does not arise.

SETTLEMENT OF YOL CAMP INMATES

*305. **Shri N. R. Naidu:** (a) Will the Minister of **Rehabilitation** be pleased to state whether it is a fact that some of the inmates of the Yol Camp on the Indo-Kashmir border have been settled in PEPSU?

(b) If the answer to part (a) above be in the affirmative, have they been provided with land holdings as well as rehabilitation loans?

(c) Is it a fact that some of the inmates of the Yol Camp had been earlier provided with land holdings in Bhopal and that they had rejected them and returned to the Camp?

(d) Is it not the practice in such circumstances to discontinue aid to displaced persons who behave in such a manner?

(e) Is it not a fact that the displaced persons from East Bengal who were settled in Orissa were denied all help when they returned to the displaced persons camps in West Bengal?

(f) If so, why was an exception made in the case of inmates of the Yol Camp?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) to (f). 940 displaced persons consisting of 241 families were sent from Yol Camp to Bhopal. At that time there was drought and even dearth of drinking water. It was, therefore, not found possible to settle them in Bhopal at that time, 209 families were, therefore, diverted to PEPSU; they have been given loans and are also being allotted lands. These persons cannot be treated as deserters and, therefore, no question of making any exception in their case arises.

I. A. F. PLANE CRASH

*306. **Shri Heda:** (a) Will the Minister of **Defence** be pleased to state whether an enquiry has been instituted into the I.A.F. Plane crash on the 22nd December, 1952 near Agra?

(b) If so, is the report finalised and what are its findings?

(c) If not, what action do Government propose to take?

The Deputy Minister of Defence (Shri Satish Chandra): Attention of the hon. Member is invited to the answer given to Starred Question No. 85 on the 16th February 1953.

OSMANIA UNIVERSITY

*307. **Shri Heda:** (a) Will the Minister of **States** be pleased to state whether the two committees that were appointed to go into the affairs of the Osmania University have submitted their reports?

(b) If so, what are their findings?

(c) If not, when do Government expect these reports?

The Minister of Home Affairs and States (Dr. Katju): (a) No.

(b) Does not arise.

(c) It is not possible to say at present when the reports will be available.

CONFERENCE OF UNIVERSITY ENGLISH PROFESSORS

*308. **Dr. Rama Rao:** (a) Will the Minister of **Education** be pleased to state whether his Ministry had recently called for a conference of University English Professors?

(b) If so, what was the purpose of the conference and what were its decisions?

(c) Did the conference make any recommendations on the question of the replacement of English as medium of instruction in the University stages?

(d) If so, what was the nature of the recommendation and have Government accepted it?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) Yes, Sir.

(b) The Conference was called to consider various aspects of teaching of English language and literature in the country.

(c) and (d). The recommendations of the Conference remain to be finalized. The question of Government's accepting them or not can only be taken up thereafter.

FIVE YEAR PLAN

*309. **Dr. Rama Rao:** (a) Will the Minister of **Education** be pleased to state whether there was recently a meeting of the officials of the Central Government and the Delhi State Government regarding the implementation of the educational programme envisaged in the Five Year Plan in Delhi State?

(b) If so, what were its decisions?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) Yes.

(b) The meeting was attended by the representatives of the Central Government and the Delhi State Government and approved the idea of joint administration and supervision of the scheme (intensive (basic and social) educational development in a selected area) by the two Governments. It was decided that Delhi's scheme should aim at building a model unit of basic and social institutions so that these could spread new ideas and experiments to other regions in the country for guidance.

STUDY OF INDIAN LANGUAGES

*310. **Pandit Lingaraj Misra:** (a) Will the Minister of **Education** be pleased to state whether some prizes have been established in the Central Universities for encouraging the study of Indian languages other than the mother tongue?

(b) If so, why have Oriya, Gujrati, Assamese and Punjabi languages been excluded from the list of languages selected for the purpose?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) Yes, Sir.

(b) A start has been made with six languages, namely Bengali, Tamil, Telugu, Marathi, Malayalam and Canarese. The question of extending the scope of the scheme so as to cover other languages will be considered later.

STRENGTH OF JUDGES OF ALLAHABAD HIGH COURT

*311. **Shri Raghubir Sahai:** (a) Will the Minister of **Home Affairs** be pleased to state what is the sanctioned strength of Judges for the Allahabad High Court?

(b) What was the actual number of Judges working in the High Court during the year 1952?

(c) Is it a fact that two of these Judges did not sit on the Bench for several months during 1952 because of their services having been lent elsewhere?

(d) Was any temporary arrangement made during their absence from the High Court?

(e) How many vacancies still exist and since how long and what is the reason for their not being filled as yet?

(f) Is it a fact that the Chief Justice wanted more Judges than the sanctioned strength to cope with the large amount of arrears of work in the High Court?

The Minister of Home Affairs and States (Dr. Katju): (a) 22.

(b) 18.

(c) Yes.

(d) No; it is not possible to appoint Acting Judges under the Constitution. But Shri P. K. Kaul, retired Judge of the Allahabad High Court, was appointed to sit and act as a Judge of that High Court for a period of three months under Article 224 of the Constitution.

(e) Five vacancies caused by retirement of three Judges, transfer of one Judge to another High Court and the death of another in the period from 14-10-52 to 20-2-53 exist. The question of filling these vacancies is under consideration.

(f) Yes; that proposal will be considered after the present vacancies have been filled.

TRADE UNIONS OF CENTRAL GOVERNMENT EMPLOYEES

*312. **Shri Vittal Rao:** (a) Will the Minister of **Home Affairs** be pleased to state what are the rules and regulations set forth by Government for the recognition of the Trade Unions of Central Government employees in various departments?

(b) Do these rules and regulations conform to the provisions of the Indian Trade Union Act, 1926?

(c) Is it a fact that Government insist on not having Honorary Members in Trade Unions of Central Government employees as a pre-requisite for recognition?

(d) Have any exceptions been made to the provisions in part (c) above and if so, in which of the Unions?

The Minister of Home Affairs and States (Dr. Katju): (a) and (b). Under the existing law, Government are not bound to recognise any Association or Trade Union of their employees merely because it has been registered as a Trade Union. For the purpose of such recognition, Government servants are divided into two broad categories i.e. industrial employees and non-industrial employees, and somewhat different principles are followed in dealing with requests for recognition from these categories. These principles have not been embodied in any

formal rules or regulations but take the form of instructions for the guidance of various administrative authorities concerned. They provide that recognition should not be granted to Associations or Trade Unions whose constitution and rules contain features incompatible with the proper maintenance of the relationship between the State and its employees. Nothing in these instructions involves a violation of the provisions of the Indian Trade Unions Act, 1926.

(c) Attention is invited to the reply given to Starred Question No. 110 on the 7th November, 1952.

(d) Yes, exceptions are made sparingly where circumstances so justify.

M. E. S. WORKERS' UNIONS

*313. **Shri Vittal Rao:** Will the Minister of **Defence** be pleased to state whether any of the following M.E.S. Workers' Unions are recognised by the Government of India:

(i) All India M.E.S. Workers' Union, Lucknow;

(ii) U. P. M.E.S. Workers' Union, Agra; and

(iii) M.E.S. Workers' Union (Area Committee), Ambala?

The Deputy Minister of Defence (Sardar Majithia): In respect of (i) and (ii) the answer is "No". (iii) It is proposed to accord recognition to the M.E.S. Workers' Union (Area Committee), Ambala, subject to certain conditions.

PENSION OF DEMOBILISED PERSONNEL

*314. **Shri Sadath Ali Khan:** (a) will the Minister of **Defence** be pleased to state how many pension cases of the demobilised personnel of Hyderabad Army have been settled?

(b) How many cases are still pending?

The Deputy Minister of Defence (Sardar Majithia): (a) 7955.

(b) 571.

UNION OFFICIALS IN HYDERABAD

*315. **Shri Sadath Ali Khan:** Will the Minister of **States** be pleased to state the number of Union and other States Officials in higher and lower cadres, absorbed in the Hyderabad State services?

The Minister of Home Affairs and States (Dr. Katju): Five, one of the higher cadre and four of the lower cadre.

AID FOR FAMINE RELIEF IN RAJASTHAN

*317. **Shri Morarka:** (a) Will the Minister of **States** be pleased to state whether the Rajasthan Government has asked for aid for famine relief in Rajasthan?

(b) If the answer to part (a) above be in the affirmative, has any amount been sanctioned by the Government of India and if so, how much?

The Minister of Home Affairs and States (Dr. Katju): (a) Yes.

(b) About Rs. 20 lakhs of expenditure on roads and irrigation works in the scarcity areas will be met from out of an *ad hoc* development grant in aid already given by the Government of India. Detailed proposals in regard to the further assistance needed by the State Government are awaited.

INDIAN INSTITUTE OF TECHNOLOGY

*318. **Shri N. B. Chowdhury:** Will the Minister of **Education** be pleased to state:

(a) whether any research work has been started at the Indian Institute of Technology, Kharagpur;

(b) if so, what sort of research is being made there; and

(c) how many of the research workers concerned are non-nationals?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) Yes.

(b) Applied Research. Some of the important fields in which research is being carried on are:

(i) High Pressure Technical Reactions.

(ii) Inorganic Chemistry.

(iii) Organic Chemistry.

(iv) Applied Chemistry.

(v) Physical Chemistry.

(vi) Chemical Engineering.

(vii) Botany.

(viii) Applied Mathematics.

(c) Of the 54 workers employed in research, two are Germans and the rest Indian Nationals.

BHIL CORPS

237. Shri Bheekha Bhai: Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that there were Bhil Corps in Rajasthan, West Khandesh and Madhya Bharat before Independence;

(b) if so, the number and names of such Corps in the whole of India;

(c) the number of those still existing and those disbanded; and

(d) the reasons for such disbandment?

The Deputy Minister of Defence (Sardar Majithia): (a) The following Bhil Corps were in existence during the British regime:—

Mewar Bhil Corps

Malwa Bhil Crops

(b) In addition to the Bhil Corps the following Battalions, which presumably comprised tribal people as the names indicate, were also in existence:—

Lushai Hills Battalion

Naga Hills Battalion

(c) Lushai Hills Battalion and Naga Hills Battalion are still in existence and are known as 1st Assam Rifles (Lushai Hills) and 3rd Assam Rifles (Naga Hills) respectively. The Malwa Bhil Corps was disbanded by the Madhya Bharat Government in June 1949. Information regarding the Mewar Bhil Corps, is not available, but it was in existence till November 1949.

(d) As both the Bhil Corps were irregular Armed Forces, they were not treated as part of the regular Indian State Forces in the Madhya Bharat or Rajasthan State. The Government of India are, therefore, not aware of the reasons for their disbandment.

ZAWAR MINES

238. Shri Bheekha Bhai: Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether Government are aware of the productiveness of Zawar Mines in Udaipur District of Rajasthan;

(b) whether Government ever realised the desirability of establishing a smelter; and

(c) whether any representation has been received by Government demanding the establishment of a smelter?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) and (b). Yes, Sir.

(c) Yes, Sir. Two representations were received recently urging that zinc smelter should be erected within the State of Rajasthan.

ALLOTMENT OF AGRICULTURAL LANDS

239. Shri Karni Singhji: (a) Will the Minister of **Rehabilitation** be pleased to state whether the information asked for in part (a) of my starred question No. 2245 asked on the 29th July, 1952 regarding allotment of agricultural lands in the Canal Irrigated Area of Rajasthan to displaced families, has since been collected?

(b) If the reply to part (a) above be in the affirmative, when will the information be placed on the Table of the House?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) Yes.

(b) A statement is placed on the Table of the House. [*See* Appendix III, annexure No. 5]

FIVE YEAR PLAN

240. Shri M. S. Gurupadaswamy: (a) Will the Minister of **Finance** be pleased to state what is the total amount so far invested for various schemes under the Five Year Plan?

(b) Is the Plan still being revised in the light of new suggestions and criticisms?

The Minister of Finance (Shri C. D. Deshmukh): (a) A rough estimate of development expenditure under the Five Year Plan during 1951-52 and 1952-53 indicates a total expenditure of the order of Rs. 600 crores.

(b) No, Sir.

INSTITUTE OF PALAEOBOTANY

241. Sardar Hukam Singh: (a) Will the Minister of **Natural Resources and Scientific Research** be pleased to state whether the new building of the Institute of Palaeobotany at Lucknow has been opened?

(b) What research would be carried on in this Institute?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya: (a) Yes, Sir.

(b) A statement giving the required information is placed on the Table of the House. [*See* Appendix III, annexure No. 6]

NAVAL DOCKYARD

242. Shri M. L. Dwivedi: Will the Minister of **Defence** be pleased to state:

(a) the estimated cost of building of the proposed extension of the naval dockyard;

(b) the time by which the extension work is likely to be completed;

(c) whether any other dockyard is being extended likewise; and

(d) if so, what is the total expenditure to be incurred in this connection?

The Deputy Minister of Defence (Sardar Majithia): (a) Rs. 24 crores.

(b) Fifteen years.

(c) No.

(d) Does not arise.

ADIBASIS (ARTS AND CRAFTS)

243. Shri S. C. Samanta: Will the Minister of **Home Affairs** be pleased to state:

(a) what steps have been taken to encourage and promote the traditions of folk dances, music, indigenous arts and crafts of the Adibasis living in different parts of India;

(b) how much money has been spent for the purpose; and

(c) whether any special Board or Committee has been set up for the purpose?

The Deputy Minister of Home Affairs (Shri Datar): (a) to (c). The matter is primarily the concern of the State Governments. It has, however, been suggested to them that they should set up cultural research institutes for the cultural development of the Scheduled Tribes and for the collection of folk songs and folk lores and preservation of other interesting aspects of tribal life. They have also been told that they may include expenditure for the maintenance of these institutions in their welfare schemes which they submit to the Central Government for grants-in-aid under Article 275 of the Constitution.

CENTRAL SECRETARIAT LIBRARY

244. Shri S. C. Samanta: Will the Minister of **Education** be pleased to state:

(a) how the Central Secretariat Library helps the different departmental libraries of the Government of India;

(b) whether the Central Library has any control over these libraries; and

(c) how many personnel of these departmental libraries have received training up-to-date from the In-service Library Training Course of the Central Secretariat Library?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) Central Secretariat Library helps Departmental Libraries :—

(i) by lending out books and publications requisitioned by them,

(ii) by providing practical training to their untrained staff,

(iii) by circulating a fortnightly list of additions to them (through the Departments to which they are attached),

(iv) by answering various reference questions from departmental librarians and giving them facilities to use the reference tools and materials available in the Library.

(b) No.

(c) 19 persons.

PENSIONS BOARD

245. Shri S. C. Samanta: Will the Minister of **Defence** be pleased to state:

(a) when the Pensions Board of the Defence Ministry was established and when it was abolished;

(b) the number of cases pending, when the same was abolished;

(c) the number of cases added since abolition and the number of cases pending final decision at present; and

(d) the varieties of cases for which award of pension is made at present?

The Deputy Minister of Defence (Sardar Majithia): (a) It is presumed that the reference is to the Pensions Appeal Tribunal machinery. This was established in January 1947 and is continuing to function.

(b) Does not arise.

(c) The first part of the question does not arise; as regards the second part, the number of cases pending with the Tribunals on the 1st February 1953 was 195.

(d) Subject to the fulfilment of the prescribed conditions, an award of pension is made in respect of disablement or death of a member of the Armed Forces on account of a wound, injury or disease, which is attributable to his service or is aggravated thereby. The rules also provide for the award of service pension based on the length of qualifying permanent service.

LANGUAGES SPOKEN IN INDIA

246. **Shri Barman:** Will the Minister of **Education** be pleased to state how many different languages are spoken within the Indian Union?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): The consolidation of the language data collected at the 1951 census has not yet been completed. It is proposed to publish the information in the form of a Census of India Paper, as soon as it is ready.

GRANTS TO ENGINEERING COLLEGES

247. **Shri V. P. Nayar:** Will the Minister of **Education** be pleased to state:

(a) the policy of the Government of India in the matter of giving grants to Engineering Colleges; and

(b) whether there has been any change in the policy after 1950 and if so, what is this change due to?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) The policy of the Government has been to give grants to such Engineering Colleges as provide facilities of at least the degree standard and require assistance for the improvement and expansion of the physical facilities and for the maintenance of proper standards. These grants are given on the recommendations of the All India Council for Technical Education.

(b) There has been no change in the policy after 1950 but it is under review at the present time in so far as it relates to the categories of institutions and the level of courses they provide. The review is being made in the context of the Five Year Plan.

GRANTS TO ENGINEERING COLLEGES IN STATES

248. **Shri V. P. Nayar:** Will the Minister of **Education** be pleased to state:

(a) whether the Government of sion of the Government of India is Colleges administered by State Governments and if so, whether Government propose to lay on the Table of the House a statement showing the amounts given as grants, college-wise, in the years 1950, 1951 and 1952; and

(b) whether *ad-hoc* grants have been given to any such Engineering Colleges during the period 1950-53?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) and (b). A statement giving the required information is placed on the Table of the House. [*See* Appendix III, annexure No. 7].

The grants were given on an *ad hoc* basis.

CENTRAL DRUG RESEARCH INSTITUTE

249. **Shri V. P. Nayar:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) the number of research workers now working in the Central Drug Research Institute for finding out new remedies for tropical diseases; and

(b) the minimum qualification prescribed for such research workers and the initial starting salary given to a research worker?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) Twenty research workers are at present engaged in this Institute on research problems in connection with the discovery of new remedies for Tropical and other diseases.

(b) The minimum qualifications prescribed for research workers at the Central Drug Research Institute, Lucknow, is an M.Sc. or M.B.B.S. degree of a recognised university. The lowest scale for research workers is Rs. 160-10-330 and a 1st Class M.Sc. or Graduate in Medicine is given a start of Rs. 200/- p.m. in this scale.

FOREST OF GIR

250. **Shri Dabhi:** Will the Minist of **States** be pleased to state:

(a) whether it is a fact that the forest of Gir in Saurashtra is the only forest in India where lions are found;

(b) whether it is a fact that hunting of lions without the previous permission of the Government of India is prohibited;

(c) if the answer to part (b) above be in the affirmative, whether it is a fact that recently, some officers of Bombay and Saurashtra States killed some lions in the forest of Gir without Government's permission; and

(d) if the answer to part (c) above be in the affirmative, what are the names and designations of these officers and what action, if any, has been taken against them?

The Minister of Home Affairs and States (Dr. Katju): (a) Yes.

(b) The Government of Saurastra have applied the provisions of the Wild Bird and Animals Act, 1912, to lions, lionesses and their cubs and have declared the Gir Forest as "closed area" throughout the year. No one is allowed to shoot lions in the Gir Forest without a permit which is rarely given.

(c) and (d). The dead bodies of six lions and one cub with bullet marks were discovered in the Gir Forest: the matter is reported to be under investigation by the State Government.

STATISTICS

251. Shri Viswanatha Reddy: Will the Minister of **Finance** be pleased to state whether an Institute has been set up in Calcutta for the study of improved methods in statistics?

The Minister of Finance (Shri C. D. Deshmukh): No new Institute has been set up.

SUBSTITUTE FOR RUBBER

252. Shri B. N. Roy: Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether any research is going on for finding out any substitute of Rubber; and

(b) if so, the progress made in it?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) Yes, Sir.

(b) During the past two years work on the production of factice, a rubber substitute has been going on in the plastics division of the National Chemical Laboratory of India. Brown and white commercial grades of factice have been prepared there from tobacco-seed oil. 1-lb. samples of the brown and white grades of factice prepared were supplied in December 1952 to the Bengal Water-proof Works, Ltd., Calcutta, for testing.

SCHEDULED TRIBES AND AREAS

253. Shri Bheekha Bhai: Will the Minister of **Home Affairs** be pleased to state:

(a) the criteria applied to the specification of the Scheduled Tribes in different States; and

(b) the criteria applied to the specification of Scheduled Areas in different States?

The Deputy Minister of Home Affairs (Shri Datar): (a) Attention is invited to the Memorandum dated the 15th February, 1951 addressed to certain Members of Parliament, a copy of which was laid on the Table of the House on the 10th April, 1951.

(b) Preponderence of Scheduled Tribes in the Areas.

NEW MINERAL RICH IN RADIO ACTIVE ELEMENTS

254. Shri N. R. Naidu: (a) Will the Minister of **Natural Resources and Scientific Research** be pleased to state whether it is a fact that a new mineral rich in radio active elements like Thorium and Uranium has been discovered in South India?

(b) What is its composition and to what use will it be put after arrangements are made for its exploration?

(c) Is it proposed to export the mineral to the United Kingdom?

(d) Is the fact that this mineral was displayed at the Geological Museum in London, anything to do with the plans for its disposal?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) The so called new mineral 'Cheralite' has been known to Indian Geologists since 1945.

(b) The mineral is a phosphate containing uranium and thorium. The mineral occurs in a very small quantity in a pegmatite and is evidently not of much commercial importance.

(c) As the mineral has been found in insignificant quantity so far the question of export does not arise.

(d) The mineral was evidently displayed as a scientific specimen at the Geological Museum in London. The Geological Adviser to the Atomic Energy Commission has also got a specimen of the same mineral.

GEOLOGICAL SURVEY

255. Shri Meghnad Saha: Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether the publication of the records, memoirs and reports of the Geological Survey of India are up-to-date; and

(b) if not, the reasons for the delay in publications?

The Deputy Minister of Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) and (b). A statement giving the information supplied by the Director, Geological Survey of India, is laid on the Table of the House. [*See* Appendix III, annexure No. 8].

DISPLACED PERSONS SETTLED IN HYDERABAD

256. Giani G. S. Musafir: (a) Will the Minister of **Rehabilitation** be pleased to state how many displaced persons have been settled in the Hyderabad State so far?

(b) Have the Government of India given any amount to the Government of Hyderabad for distributing as loans to the displaced persons?

(c) If so, how much of this amount has been distributed so far?

The Deputy Minister of Rehabilitation (Shri J. R. Bhonsle): (a) About 5,000.

(b) A sum of Rs. 1·80 lakhs has been sanctioned for payment to the Hyderabad State for grant of rural loans to displaced persons during 1952-53.

(c) Nothing; as the sanction has been communicated to the State Government only recently.

REHABILITATION FINANCE ADMINISTRATION

257. Giani G. S. Musafir: (a) Will the Minister of **Finance** be pleased to state how much amount has so far been sanctioned by the Rehabilitation Finance Administration to the displaced persons?

(b) How much of such amount has been disbursed to them up-to-date?

(c) How much undisbursed loans have been cancelled so far?

The Minister of Finance (Shri C. D. Deshmukh): (a) The total amount of loans sanctioned by the Rehabilitation Finance Administration to the displaced persons upto the first week of February, 1953, is Rs. 9·48 crores. This figure is exclusive of the amount of loans sanctioned but subsequently cancelled.

(b) The total amount disbursed upto that period is Rs. 5·40 crores.

(c) 1523 sanctioned loans for an amount of Rs. 1·28 crores have so far been cancelled.

CASES REFERRED TO COLLECTORS

258. Giani G. S. Musafir: (a) Will the Minister of **Finance** be pleased to state the number of cases of loanees referred to the collectors by the Rehabilitation Finance Administration so far?

(b) How many of such loans have been realized by Government through collectors?

The Minister of Finance (Shri C. D. Deshmukh): (a) Upto the 31st January, 1953, the total number of cases referred to Collectors (i) for recovery of the whole amount of loan was 335 and (ii) for recovery of overdue instalments of loan was 123.

(b) In 67 cases, out of those for recovery of whole amount, and in 54 cases out of those for recovery of overdue instalments of loans after reference to the Collectors the Administration have come to arrangements with the parties concerned for repayment of loans and have accordingly advised the Collectors to stay further proceedings. In other cases, no final decision has yet been reached.

DISPLACED PERSONS IN BIHAR AND PURNEA

259. Shri M. Islamuddin: Will the Minister of **Rehabilitation** be pleased to state:

(a) the number of displaced persons at present in the State of Bihar and also in the district of Purnea separately;

(b) the number so far rehabilitated in the aforesaid State and district separately; and

(c) the amount of expenditure so far incurred for their rehabilitation?

The Minister of Rehabilitation (Shri A. P. Jain): (a) According to 1951 Census

Bihar	—79,0000
Purnea Distt.	— 18,000

(b) Attention of the hon. Member is invited to my reply given on 24th July, 1952 to part (b) of Unstarred Question No. 530 asked by Shri Biren Dutt.

(c) Rs. 1,19,22,084 upto October, 1952.

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THE PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

HOUSE OF THE PEOPLE

Tuesday, 24th February, 1953

The House met at Two of the Clock.

[MR. DEPUTY-SPEAKER *in the Chair*]

QUESTIONS AND ANSWERS

(See Part I)

3 P.M.

MOTION FOR ADJOURNMENT

FIRING ON KOLAR GOLD FIELD WORKERS

Mr. Deputy-Speaker: I have received notice of an adjournment motion. I consider that it is a State matter but, however, I would like to know something about it. I received a notice from Shri Ananda Nambiar regarding "the firing by police on Kolar Gold Field workers on 23rd February, 1953, killing one person on the spot and injuring many others". Today's *Times of India* carries comments.

The Deputy Minister of Home Affairs (Shri Datar): We have no information. It would be called for and placed before the House.

An Hon. Member: May I know whether the motion will be there?

Mr. Deputy-Speaker: Because one person was killed and many injured I thought it sufficiently necessary that this Government also must keep itself in touch with this matter. The hon. Minister has already had notice of it. He will call for information and place it before the House. I do not think it necessary to give consent to this motion.

DEMANDS FOR SUPPLEMENTARY GRANTS FOR 1952-53—RAILWAYS

The Minister of Railways and Transport (Shri L. B. Shastri): I beg to present a Statement showing Supplementary Demands for Grants for expenditure of the Central Government on Railways for the year 1952-53. [*Placed in Library. See* No. IV. u. a. (86e)]

RAILWAY BUDGET—GENERAL DISCUSSION—*contd.*

Dr. Krishnaswami (Kancheepuram): The rigours of parliamentary debate preclude an elaborate exchange of civilities and courtesies with hon. Ministers opposite. But, I am sure that all of us are glad that the hon Minister of Railways has delivered the Budget speech in a language which is intelligible to the majority of us in the Opposition. I hope that when he replies to the points that we have raised, a similar courtesy will be vouchsafed to us so that we may be in a position to follow him.

The Budget has an ominous ring about it and it is no use trying to adopt a complacent attitude regarding the future of our railways or the prospects that are before us. I have given some thought to the various problem; I have tried to analyse the figures with great care and I have found that from many points of view railways are going to face a turning point in the history of their fortunes. I know that it is usually assumed that a socialist enterprise will, somehow or other, uncared for grow up like "Topsy" but assumption is fallacious. Even socialist enterprises have to be run according to "business principle", and, as the British Transport Commission point out pertinently in their latest report, it is all the more incumbent on a socialist enterprise that it should be run according to business principles so that the public might have the benefits of socialism without its being a drain on the general exchequer. The hon. Minister in the course of his speech indicated that we have a Five Year Plan and that we have to work within the framework of this Five Year Plan. In the course of his speech, he fur-

[Dr. Krishnaswami]

ther pointed out that what was necessary was that within the next three years, the remaining period of the Plan, we have to increase our freight capacity by about ten per cent. over what it was in 1950. I have examined the figures contained in the Five Year Plan. The Planning Commission, in its estimate of agricultural production and industrial production, has suggested that we would have a 40 per cent. increase in agricultural and industrial production and that we would have a 20 per cent increase in our export trade, over what we had in 1950. Taking a restricted view of our future needs, I venture to suggest that what we require is a 30 per cent. increase in our wagon and freight capacity and not ten per cent. as envisaged by the Railway Minister. Of course, the argument that will be put forward is that we do not have the necessary finance for initiating investment on this scale. But that is not a conclusive argument. What is really important is that if the expansion of capacity envisaged by the Railway Minister is carried out, we will be suffering as we are now from serious shortages of wagons; we will be suffering also from those very grave difficulties which we have been experiencing during the past five or six years. Even after the Five Year period there would be a considerable restriction on the productive effort of our country. Moreover the increasing risks of merchandising consequent on goods being allowed to lie idle in marshalling yards or warehouses would affect our distributive trade. From the point of view of making provision for the future the Budget is not satisfactory. We would continue to be in as bad a mess if not a worse mess after five years of grand planning and much advertised expansion of investment in Railways

But let me analyse this Budget a bit more closely. The hon. Minister paid a glowing tribute to the Planning Commission. In fact we would be surprised if hon. Ministers did not pay tributes to the Planning Commission, which plays a role in our debates which King Charles' head did in Mr. Dicks' pictures and invariably hon. Members draw rosy pictures of the future, suggest that we have turned the corner and then propose that their schemes have to be in time to the Planning Commission's recommendations. What has the Planning Commission recommended for our railways? I want to analyse only one of the recommendations of the Planning Commission. The Planning Commission has recommended an allocation of about 64 crores of rupees towards current replacement and arrears each year, whereas in the Budget estimate found in the explanatory memorandum it has been pointed out that we would have to allocate a little over 72 or 73 crores of rupees for this purpose. Even in this matter the Planning Commission's word is not the final word, and the Railway Minister has realised that it would be wrong on his part to make anything like the niggardly allowance that the Planning Commission has made for the purposes of maintaining the capital intact and overtaking the backlogs of arrears of replacement. This question of depreciation must give cause for considerable concern. I do not think it is possible for anyone who has given thought to the financial structure and assets position of the railways to take a complacent view about it. From about 1938 right up to 1950 we made more appropriations to the Depreciation Fund than we withdrew from it, and only after 1948, was there a redefinition of the Government's policy in matter of allocation of funds for current replacement. Then it was decided that we should allocate about 30 crores of rupees a year for the purpose of current replacement. So far as current replacement is concerned, we have taken a step long overdue and correct. But the past arrears of replacement which are with us, and which we have to make up, cannot be made up with the existing reserves and funds at the disposal of the railways. If we attempt to adopt a superficially optimistic attitude, view our depreciation reserves as large, and permit our railway authorities to make continuous inroads into our reserves for making up the backlog of past arrears we would succeed in exhausting our reserves in seven or eight years without achieving our purpose. For today we have to realise that the funds we have to allocate for making up past arrears would be nearly 2½ or three times what they were in 1938 or 1939. Even with the best will in the world we would not be able to make up more than a fraction of the past arrears out of the funds at the disposal of our Railways.

On this question, I want to place before my hon. friend one or two important conclusions which can be deduced from the statistical data supplied. Remember, after all that the railways are the biggest socialised enterprise in our country and into it the country has put in a little over Rs. 864 crores as paid-up capital. If we consider the railways as a commercial

proposition, we would have to examine the assets structure of our railways. An examination of our assets structure reveals many facts and throws a clear light on the financial structure of our railways. Here is a concern, in which the country has put in a paid-up capital of Rs. 864 crores, on which we pay a dividend of 4·19 per cent. every year to the general exchequer. We have a depreciation reserve of Rs. 101·8 crores. Finally, we have the magnificent sum of Rs. 19·2 crores for development purposes, in other words, for new investment. Surely, when you examine what has to be done in the future, the three factors that would have to be taken into account are: how you are going to expand the railways and how you are going to build up new lines, and lastly what funds are available? It is no use suggesting in this connection that the Central Government or some other authority will give us the money. Once you have exhausted the available funds, you cannot enter into the open market and borrow, and even if you borrow, it would be disadvantageous to you as well as to the already diminished section of the private sector of our economy. You cannot look to the Central Government to give you money, because possibly they will not be in a position to comply with your request. They are themselves in sore straits. They have also to think of ways and means of finding out new sources to augment the deficits which will be the order of the day in the near future.

On a closer analysis, of the figures another fact emerges. Today, after gross expenditure is deducted, we are having a surplus of Rs. 53 crores. Suppose railways were a commercial concern and had to pay income-tax, what will be left will be about Rs. 28 crores, and this amount will have to be utilised for the following purposes: we will have to pay dividends to the only shareholder, the general exchequer; we will have to build up reserves not only for new investment but also for making up arrears of the past which have mounted up during the past seven or eight years. I am mentioning this fact about income-tax levy because it is very fallaciously assumed by some hon. Members that we can think of a socialised enterprise as Commercially attractive because it has not got to pay any tax. But when you institute companisons with other commercial concerns, or if you wish to find out what rates of commercial profitability you can expect from socialised enterprises, you have necessarily to make such calculations. But assuming for a moment that this method of calculation does not appeal to hon. Members and therefore no deduction for tax purposes should be made, even then I suggest that our position is serious because the amount that we have is only Rs. 53 crores, and this will have to be spent for the purposes of clearing accumulated arrears, for new investment and for paying dividends to the State. That also would give you a very small amount, which would not be capable of satisfying more than a fraction of our needs. It is in the light of these circumstances that the trends in passenger earnings and the trends in freight traffic earnings have to be borne in mind.

I was surprised to read from the papers that the Railway Minister was not alarmed by these trends, and that he had seen only last month or thereabouts a new jump-up in traffic receipts. But when you decide to find out what exactly the trends are, you do not go by daily reports, or monthly reports, or weekly reports of increase in traffic earnings. Surely, this is not the way to analyse the earnings of a big socialised enterprise like the railways, and certainly that is not a very responsible way of approaching problems of falling revenues and profits.

What is the position that we are facing today? It is fashionable to suggest that things are in a bad way and nothing much can be done, but from a constructive point of view we have to ask ourselves what should we do? The Railway Minister in the course of his speech invited us to be constructive in our suggestions. I accept that challenge. What has to be done today is to increase the margin between receipts and expenditure. If this be the objective what are the methods by which we can achieve it? We ought also to see that we reduce the expenditure and not allow the increase in revenue to be squandered on consumption expenditure. After all, if the community is to be reconciled to austerity conditions of travel and to austerity conditions of freight, it is in the hope and general expectation that a good proportion of the funds that are so obtained would be devoted to capital expansion. I suggest that there ought to be a visible and vigorous attempt made to keep down consumption expenditure in certain branches of our activity, and we should allocate the major part of the money towards capital expenditure. I suggest that there are great potential economies which are to be

[Dr. Krishnaswami]

expected in the operation of the railways. Improvement in freight train speeds ought to result from a general introduction of the fully-braked wagon system, and this would probably save millions of rupees a year. Modernisation and re-siting of marshalling yards would substantially reduce the costs. When you consider that freight charges occupy a little over Rs. 56 or 58 crores, any percentage reduction, say, of the order of ten per cent. would also lead to a visible reduction, and an increase in revenue and thus we would have a valuable addition to our surplus.

Now, how is this finance to be obtained I am sorry that the Finance Minister is not here to listen to the proposal that I am going to make, but I do hope that his colleague would convey it to him and have it examined by the Planning Commission. What I would call a judicious deficit finance policy should be pursued in the case of our railways. If marshalling yards are improved, and if there is an improvement in freight train speeds, a betterment of our financial position would be brought about quickly. A judicious deficit spending policy of the order of Rs. 15 or 20 crores, may be resorted to for bringing about such improvements. This would not lead to inflationary consequences. Certainly, there ought to be safeguards against possible dangers of inflation. While it is true that any capital that is advanced by the Union Government has necessarily to be share capital and we have to pay 4·19 per cent. dividend, yet from the point of view of the railway administration it may be a better and sounder course to suggest that notionally speaking, the Railway Ministry should exercise some restraint on itself, and unless the scheme yields something like 6½ per cent or seven per cent. it should not allow deficit expenditure. It should also lay down that unless the scheme yields returns say, in about two or three years at the most deficit expenditure would not be permitted.

The proposals that I have placed before the House are illustrative and may be examined in detail. Other methods for augmenting revenues suggest themselves. There is, for instance, the traffic costing system evolved in the United Kingdom and on which a great body of literature has grown up within the past seven or eight years. The British Transport Commission in considering this problem of traffic costing has pointed out that it would be quite possible to reduce costs and that there are different regions in which traffic could be encouraged to grow: as a result of such research new investment has been taken up. After all when we suggest that there ought to be capital expenditure, we have also to ask ourselves the question at what points should the expenditure be directed? It is here that I come across a stone-wall. I am sorry to have to confess that regrouping today stands as the biggest stone-wall against railway development. I have a feeling—and it is substantiated by other analyses which I have made—that regrouping has covered a multitude of possible wastes. Regrouping of railways, whatever might be its supposed administrative merits has this drawback. It has prevented us shareholders from realising which particular operations of railways are economical. When we examine the Railway Budget, when we examine the figures and the statistics that are given to us today, it is next to impossible to make out which particular operations are economical. It was a disastrous step to have been taken—this regrouping of railways. But I suggest that even from the limited point of view of traffic costing, it would be impossible for you to decide which particular traffic is lucrative and which is not unless there is a sectional break-down of tracks, say, into ten or fifteen operational units and then you would have a clear perspective of what exactly should be done and where waste should be avoided. Apart from all these considerations, regrouping which may exist perhaps as an administrative mechanism cannot be allowed to interfere with the financial structure.

Regrouping has, therefore, to be annulled at the earliest possible opportunity and I do hope that a committee will not be appointed merely to examine in an academic spirit the virtues of regrouping without being allowed to come to any precise decision. Regrouping has caused havoc to the railway system and if the Railway Minister will only bear with me, I would like to point out that even from the point of view of future investment, there has been a maldistribution of investment. I will tell you that you will not be able to make out where exactly investment should be directed, unless you have a clear picture of how these operational units should be split up. Today for instance in the Railway Budget we are told that there should be a doubling of track in certain parts of Uttar Pradesh. Why should expenditure be incurred for doubling of the tracks there, when

there are different parts of the South which have been practically starved for lack of railway facilities. There are parts of the South which would give better returns to our railways and incidental benefits to the State if only they had railway facilities today. But decisions are taken either on political or arbitrary grounds. I therefore suggest that even from the point of view of having a more rationalised type of expenditure and investment policy we should have this regrouping broken up into different sectional units, so that we might be able to find out how expenditure can be directed, so that we might know how investment can be directed, into proper channels.

I hope that some of these suggestions, even if they do not find favour with the Railway Minister, would be considered by him carefully. Today we are in an awkward position. Unless the Railway Minister thinks of applying his mind afresh to these problems I say that in another six or seven years the railways will be in a very difficult position and will probably have to petition the Union Government or other bodies to give loans not for new development but for making up arrears of the past.

Shri Venkataraman (Tanjore): My hon. friend Dr. Krishnaswami regaled this House with a lot of statistical material and at the end of it all said that the picture presented to this country is one of gloom, one of despair and despondency. I think the hon. the Railway Minister's speech has been disappointing. To whom, is the question. It has been disappointing to the critics, the professional critics who are accustomed to criticise. They have been very much disappointed because they could not find much to criticise in this Budget.

Let us take the financial position of the railways first. The Financial Convention Resolution which we adopted in 1949 has been very sound and has worked very satisfactorily. In fact, you find that the several reserves that we have set apart for certain definite purposes are utilised for the purposes for which they were intended. Otherwise, if you have only one reserve, and accumulation of moneys under one head, it is likely that certain items of expenditure for which we are anxious that adequate attention should be paid may be overlooked. For instance, take the revenue reserve. Not a pie of it has been touched, because it was intended by the framers of this Financial Convention that it should be met only in cases of meeting the deficit in the dividend to general revenues or deficit in running the railways. Take again the question of Development Fund. My hon. friend Dr. Krishnaswami said that this Development Fund consists only of Rs. 19 crores at the end of 1953-54.

[SHRIMATI AMMU SWAMINADHAN *in the Chair*]

I beg to submit to this House that the Development Fund about which my hon. friend Mr. Krishnaswami criticised is not intended for being utilised for development of railways. On the contrary it is intended to be used only for passenger amenities, for labour welfare and lastly for building up unremunerative lines. My hon. friend Dr. Krishnaswami asked: "What can you do with Rs. 19 crores in the Development Fund and how can you expand your railways?" That amount, or that Fund is not intended to meet that contingency, and as he himself has pointed out in this Budget Rs. 70 crores are set apart for rehabilitation, for renovating the tracks and for having locomotives, rolling stock and so forth. Therefore, I think he missed the point when he said that this Development Fund of Rs. 19 crores is totally inadequate for the needs.

And then I would also suggest for the consideration of the Railway Minister that it would be worthwhile to revive the Standing Finance Committee for Railways for the purpose of scrutinising all the Budget estimates before they are placed before this House. The Financial Convention has made provision that every one of the items which are placed before the House in the Budget should be scrutinised by a Committee of this House in a previous sitting and that it should be approved. Some of us who have been in the Railway Standing Finance Committee know what great advantage it is to have the Budget estimates scrutinised by a Committee of this House before they are actually placed before the House in the Budget. Then again in the explanatory memorandum which is circulated to Members you will find that the observations of the Standing Finance Committee are also printed so that Members may know what the Standing Finance Committee felt on particular items of the proposed expenditure. Therefore, when dealing with this question of the Financial Convention I would appeal to the hon. Minister to try and revive the Standing Finance Committee for Railways so that the Budget estimates may be scrutinised properly.

[Shri Venkataraman]

The second one relates to the question of passenger traffic. Most people are tempted to feel that the loss in the revenues is not entirely due to the increased fares which we introduced in April 1950. The passenger mileage for 1950-51 was 41 million and odd. Immediately after we increased the passenger fares, it fell to 39 million and odd miles. The Railway Minister has said that it is due to the general slackness of trade in the country to the rebession that is overtaking all parts of the country. It may be so. It is very difficult for anybody to venture or hazard as to what exactly is the reason for the fall in the traffic. But taking certain figures, particularly the fall in the passenger miles in conjunction with the passenger miles in the suburban services where there has been no reduction in the fares especially for the season-ticket holders you will find that one of the contributory causes—if not the most important, at least one of the contributory causes—is the increase in the fares. If you look at the figures of the suburban traffic, in 1950-51 the passenger mileage is 2,695 million and odd. In 1951-52 the passenger mileage remained almost the same, namely 2,690 million. And one reason why the passenger miles remain constant so far as suburban traffic is concerned is the great concession that we gave, namely that the season-ticket holders will not be affected by the increase in the railway fares. Since we retained the season-ticket fares at the original level it appears to me, subject always to correction, that the constant factor of the passenger mileage in respect of suburban traffic as against the decrease in the passenger mileage in the other traffic is a pointer to the fact that the increase in fares is one of the most important contributory factors for the fall in traffic.

Saying that, I do not make an appeal for the reduction of fares immediately. I do not think that the casual passenger in Indian railways travels so much as to feel the pinch of a one pie increase in the railway fares. But it is the constant traveller, the mercantile community and others who are greatly affected by the increase in fares. And if you want to mitigate the effects of the increase of fares I would venture to make suggestion that so far as the constant passengers, namely the commercial community and others, are concerned the system of giving return tickets to people travelling larger distances, say 200 or 250 miles, within a specified period, say ten or fifteen days, may be introduced.

Similarly in regard to upper class traffic we had the system of giving mileage coupons. If that is introduced, a large section of the mercantile community who have to travel very often will take advantage of this and the fall in railway traffic may be improved, or at any rate it may be counteracted.

The third subject with which I want to deal today is the question of the employees. My friend Mr. Damodara Menon and also Mr. Sreekantan Nair said that the number of Class I officers have increased in large numbers and that it is an alarming feature. We have to take into account the integration of the States railways and the number of the gazetted and class I and class II officers who were serving in those railways. When those railways are integrated and brought into the Indian railway system a certain number of officers would necessarily come into it and swell the numbers. Therefore, I do not think actually there has been a very great increase in the number of class I officers. But more important than this is the other question. Even though there has been an increase in the number of class I officers, the total amount spent by way of salaries of these officers has actually gone down. In 1938-39 the amount paid by way of salaries to class I and class II officers is Rs. 3,06,00,000. (*Interruption*) Yes, in the year 1938-39 the amount of salaries paid to class I officers, who were only 1,784 in number is Rs. 3,06,00,000. In 1951-52, even though there are 2,268 officers, the salary which is paid to them is only Rs. 2,91,00,000; so that there has been an actual reduction in the payment of their salaries. And that is what we have been clamouring for, namely that the class I and class II officers have been drawing large salaries and that they have got to be reduceed. As a matter of fact, if you look at the average cost per officer, you will find that from Rs. 17,149 it has come down to Rs. 13,347.

Dr. Lanka Sundaram (Visakhapatnam): May I interrupt my hon. friend for a minute? Has he allowed for the fact that the overseas allowance is no longer paid, and consequently the total bill for officers is reduced to that extent? Will this make a difference to my hon. friend's calculations?

Shri Venkataraman: The point is very simple. Whatever it is, whether it is paid as overseas allowance or as

salaries, still it was a large amount that was paid to the Class I officers. That was the point. We are not paying any one of these. Actually, they have been reduced. If my hon. friend will refer to the Central Pay Commission Report he will find that Class I officers' pay has been reduced below the level which was existing in the pre-independence days.

Take the other classes, the class III persons. I must make a very fervent appeal to consider the case of class III officers in the railways. They have been the most neglected class. Among the class III officers.....

Shri Frank Anthony (Nominated—Anglo-Indians): There are no class III officers.

Shri Venkataraman: Class III employees. I do not think you will object if I give them a higher status at least in words!

Dr. Lanka Sundaram: That is what we are doing now!

Shri Venkataraman: The class III employees are the worst sufferers. The class III employees have been divided into two categories, A and B, that is those drawing more than Rs. 250 and those drawing less than Rs. 250. In respect of those drawing over Rs. 250 you will find that the average wage has not increased at all, except by Rs. 200. Rs. 4,994 was the average salary paid to a class II employee in 1938-39. In 1951-52 the average salary paid to a class III employee is Rs. 5,197—hardly an increase of Rs. 200, as against a 300 per cent. increase in the cost of living, as against the enormous difficulties in the way of making both ends meet in these hard days. The increase that a person gets is hardly Rs. 200. Therefore, I would make a fervent appeal on their behalf.

The condition of the B category of the class III employees, that is those who are drawing less than Rs. 250, is worse. You find that as against Rs. 1,100 which they were drawing in 1938-39, they are now drawing Rs. 1,961, that is handy 80 points over the original scale. If you again reduce it either to the 1938 cost of living or if you take the rise in cost of living index between 1938 and 1952, you will find that actually they have lost in terms of real wages. It is not so, so far as class IV employees are concerned. There has been, if not adequate, at least reasonable increase in their wages. Class IV employees have improved from Rs. 283 in 1938-39 to Rs. 1,003 in 1951-52. Therefore, you will find that actually this is a case in which the class III employees have been ground very miserably and that the railway administration must make a very serious and earnest attempt to improve the conditions of the class III employees.

Then I would refer only to one or two matters relating to coaching. The number of locomotives which were actually in use and which were sick have been detailed. We find that today the number of locomotives which are on the sick list is really very large. Out of 7,882 locomotives, both on the broad gauge and the metre gauge, you find that 1,381 are in the sick list awaiting repairs. As against that in 1938-39, against 7,578 only 1,288 were in the sick list. Every effort should be made and I think the Labour Unions can certainly help in seeing that the repairs are made quickly and that the conditions of locomotives are improved.

श्रीमती उमा नेहरू। (जिला सीतापुर व जिला खेरीपश्चिम) : मैं माननीय मिनिस्टर को रेलवे बजट पर मुबारकबाद देती हूं। पैश्तर इसके कि मैं बजट पर कुछ कहूं, मैं चाहती हूं कि आनरेबुल एन्थोनी साहब ने जो रेलवे बजट पर इतने एतराज किये हैं, मैं उन ऐतराजात का जवाब उन को दे दूं। मुझे तो कोई ताज्जुब नहीं हुआ जब मैंने कल उनकी स्पीच सुनी, क्योंकि वह एक बड़े काबिल वकील हैं और जिस वक्त वह यहां पर व्याख्यान दे रहे थे, उस वक्त वह उसी तरह से बोल रहे थे जैसे कि एक लाईयार (lawyer) कचहरी में अपना मुकदमा पेश करता है, उन्होंने अपना मुकदमा बड़े जोश से पेश किया जब वह बोल रहे थे मैं ने उनकी स्पीच को गौर से सुना। शुरू में उन्होंने यह कहना शुरू कर दिया कि एक बहुत ही रोज़ी पिक्चर (rosy picture) खूबसूरत तस्वीर बजट की बनायी है, इसके अन्दर उनको बहुत शक मालूम हुआ और उन्होंने अपने तरीके से मोड़ तोड़ कर एक तस्वीर खींच ली। मैं उनको यह बताना चाहती हूं कि उन्होंने जो यह कहा है कि :

It is based on a false sense of security. Therefore it is dangerous.

यह अल्फाज़ उन के थे, तो मैं अपने दोस्त को बताना चाहती हूं कि अगर वह समझ कर

[श्रीमती उमा नेहरु]

बजट (budget) को देखें तो पायेंगे कि वह बिल्कुल डैंजरस (dangerous) नहीं है, उसमें न फाल्स सिक्योरिटी (false security) है और न डेंजर्स (dangers) हैं, बल्कि यह निहायत स्ट्रेट फावर्ड-रोजी बजट (straight forward-rosy budget) हमारे सामने रक्खा गया है। साथ ही मैं यह भी बता दूं कि इस बजट में पालिटिक्स (politics) भी नहीं दिखाई देती है, बजट को चाहे किसी पहलू से देखा जाय, इसके अन्दर कहीं पालिटिक्स नहीं है और न यह ऐब्सलूट शैम्बल्स (absolute shamb les) की तस्वीर दिखाई देती है और मैं अपने अनरेबुल मेम्बर को बताऊं कि हमारे जितने बजट यहां आते हैं, गवर्नमेंट हर चीज जो यहां लाती है, वह प्लेयिंग टु दी गैलरी (playing to the gallery) नहीं है और हमारे मिनिस्टरान जो भी चीजें हमारे सामने पेश करते हैं वह प्लेयिंग दी फूल (playing the fool) भी नहीं है, यह सारे फैडस (fads) और एतराजात कल आनरेबुल मेम्बर ने अपनी स्पीच में पेश किये थे और मैं सोच में थी कि इतने काबिल बैरिस्टर (barrister) होते हुए उन्होंने एसी ज़बान इस्तेमाल की। इस तरह के लब्ज और ज़बान गालीबन ला कोर्ट (law court) में ठीक होती होगी।

मुझे जो बजट में दिखाई देता है उसके बारे में यह कहना है कि जिस वक्त इंसान गरीबों को उठाता है और गरीबों के फ़ायदे के लिए कोई चीज कहता और करता है तो वह चीप एडवर्टाइजमेंट (cheap advertisement) नहीं होता है, इस बजट में भी गरीबों को उठाने के वास्ते चन्द चीजें रखी हैं। मैं अपने एन्थोनी साहब से यह ज़रूर कहना चाहती हूं कि जब इस बजट को मैं देखती हूं और इसमें थर्ड क्लास (third class) की ट्रेविलिंग (travelling के सुधार का सुझाव देखती हूं, गरीब रेलवे इम्पलायीज़ (employees) के फायदे के लिए उसमें चीजें देखती हूं, उनको मकान दिये जाने की बात जब मैं उसमें पाती हूं तो मुझे मालूम होता है यह बजट जो है वह पीपुल्स बजट (peoples budget) है और मुझे इस बजट में वह तस्वीर कहीं नहीं दिखाई देती जो मेरे उधर बैठने वाले भाइयों को दिखाई देती है। पहली चीज जो बजट में हमें देखना चाहिए, व यह है कि पिछले पांच सालों से जबसे मुल्क की हुकूमत की बाग-डोर हमारे हाथ में आई है, हमने कितनी तरक्की की है हम देखते हैं कि इस पांच साल के अर्से में हमने वाकई बहुत काफ़ी तरक्की की है और इस तरक्की को देखकर हम केवल एक दूसरे को ही मुबारक बाद नहीं करते हैं बल्कि हम अपने साथ २ अपने मिनिस्टर को भी मुबारकबाद देते हैं कि इतनी खूबसूरती से उन्हों ने कदम उठाया है और इतनी समझदारी से बजट पेश किया है और काम किया है कि हम पीछे न हट कर आगे ही बढ़ते गये हैं। इस लिए यह बजट जो है वह एक गुड बजट है। बजट इज़ गुड (budget is good) इस बजट में वैसे तो बहुत सारी छोटी २ चीजें हैं, लेकिन मैं इस समय केवल दो चीजों पर ध्यान दिलाना चाहती हूं, एक तो करप्शन (corruption) पर और दूसरे फ़ाइव इयर प्लान (Five Year plan) पर, जो बहुत ही जरूरी समझी जाती है। आमदनी के बारे में जो हमारे मिनिस्टर साहब ने हमें बतलाया, इसमें कोई शक नहीं कि उसको सुन कर जरा फिक्र हुई कि आमदनी में कमी हो गयी है, लेकिन सफर के दौरान में अनुभव ठीक इसके विपरीत होता है, सफर में हर क्लास में क्या फर्स्ट, सेकेन्ड और इन्टर सब क्लासेज में इतनी भीड़ होती हैं कि कुछ समझ में नहीं आता कि आमदनी में कमी कैसे बतलायी गयी है, मालूम नहीं य

आमदनी क्यों कम हो गयी है, मुमकिन है कि कोचेज़ (coaches) की कमी और वैगन्स (wagons) जितने होने चाहिएं उतने न मिलने के कारण यह कमी हो गयी हो और कभी २ तो मुझे सन्देह होने लगता है कि कहीं हमने यह जो रेलवे की ग्रूपींग (grouping) करी है, इसके कारण तो कहीं आमदनी में कमी नहीं हो गयी है। मुझे पूरा यकीन है कि हमारे मिनिस्टर साहब और उनके सलाहाकार इस बात पर पूरी तरह से गौर करेंगे और गौर करने के बाद इस कमी को वह पूरी तरह से पूरा करेंगे। मुझे इस बात की खुशी है कि किराया और आगे बढ़ाया नहीं गया है मैं तो अगर हमारी आमदनी अच्छी होती तो मिनिस्टर साहब से आज यह कहती कि वह हमारे सब दरजों के मौजूदा किराये चाहे वह थर्ड क्लास के हों, इन्टर क्लास के हों, सेकेन्ड क्लास के हों या फ़र्स्ट के, सबके किराये कम होने चाहिएं।

मैं जब अपने प्रान्त में गई तो थर्ड क्लास (third class) में गई ताकि थर्ड क्लास की गाड़ियां जो नयी बनी हैं उनको देखूं कि वह कैसी बनी है, उनमें खिड़कियां कैसी लगी हैं, शीशे कैसे लगे हैं, सिटकनियां कैसी लगी हैं, बार्स (bars) कैसे लगे हैं। में आपको बतलाऊं कि यह सब चीजें देखकर मुझे बहुत खुशी हुई लेकिन संग ही एक चीज़ देख कर मुझे बहुत तकलीफ़ हुई और वह थी गन्दगी थर्ड क्लास के पाखानों में मैंने बहुत ज्यादा गन्दगी देखी, उनके अन्दर मैंने पानी भरा देखा उनके अन्दर बेहद लोगों ने थूका हुआ है, इसके बारे में मुझे मिनिस्टर साहब से कहना है कि उनको चाहिए कि बड़े बड़े स्टेशनों पर जब गाड़ी रुके जबरन थर्ड क्लास की गाड़ियों की सफ़ाई करायी जाय, सफ़ाई इसलिए करायी जाय ताकि लोगों को भी शिक्षा मिले कि सफाई क्या चीज ह ती है और कितनी आवश्यक चीज है। और इससे लोगों की तंदरुस्ती भी ठीक रहेगी। यह मेरे दो एक सजेश्शनस् (suggestions) हैं।

दूसरी बात जो मैं कहना चाहती हूं वह यह है कि नई गाड़ियां जो बनी हैं उनके अन्दर इतनी कम गुंजायश रक्खी गयी है, इतनी कम जगह है कि अगर सामने से कोई असबाब या गट्ठर या बिछौना लेकर आता है तो दूसरी तरफ़ से आदमी निकल नहीं सकता है और रसता सारा ब्लाक (block) हो जाता है और उसको खड़े रास्ता देखना पड़ता है कि जब वह निकल जाय, तब वह जाय, इसलिए मिनिस्टर साहब को इस बात का भी ख्याल होना चाहिए कि जब नई कोचेज़ बनें तो वह इतनी तंग न होवें, जरा खुलासा होवें, दूसरी बात यह है कि नई कोचेज़ में जो पाखाने में कदमचे बने हैं वह इतने फ़ासले पर हैं कि लोग कहते हैं कि उनको इस्तेमाल करने में दुश्वारी होती है, उसका भी जरा ख्याल करना बहुत जरूरी है।

जैसे थर्ड क्लास में गन्दगी है वैसे ही इस वक्त ऊंचे दर्जों की भी हालत है। कहीं शीशा नदारद है तो कहीं टूटा है, कहीं सीट फटी है। यह चीजें हैं। लेकिन मुझे विश्वास है कि जब यह चीजें देखी जावेंगी तो इन सब को दूर कर दिया जायगा। इन को हमें दूर करना है, क्योंकि मेरे दिल में हमेशा यह विचार होता है कि जब कोई फर्स्ट क्लास का किराया देता है या सैकिंड क्लास का किराया देता है या इंटर का देता है या थर्ड का देता है तो हमारा फ़र्ज़ है कि हर तरह से हम उस मुसाफ़िर की सहूलियत दें। इस वास्ते इस पर गौर करना बहुत जरूरी हो गया है।

मैं ने यह सुना है कि शायद ऐसा विचा हो रहा है कि इंटर को हटा दिया जाय। मु मिनिस्टर साहब से यह कहना है कि अगर थ

[श्रीमती उमा नेहरु]

क्लास की सूरत इंटर बन जाती है तब तो कोई बात नहीं है अगर इंटर को हटा दिया जाय। लेकिन अगर थर्ड क्लास की सूरत इंटर क्लास जैसी नहीं बनती तो जो मिडिल क्लास के लोग हैं उन को बड़ी मुश्किल हो जायगी इसलिये उस हालत में इंटर का निकालना जरूर ठीक नहीं होगा।

मैं यह भी कहना चाहती हूं कि जो नयी गाड़ियां स्विस कोचेज (Swiss coaches) बनी हैं उनके बारे में मुझे बम्बई के लोगों ने और दूसरे लोगों ने भी तारीफ़ की और उन्होंने कहा कि वह देखने में निहायत खूबसूरत और निहायत अच्छी हैं। लेकिन उनके अन्दर गुंजाइश इतनी कम है कि उनके अन्दर जरा चलना फिरना आसानी से नहीं होता है। भारत के लोगों को बड़ा बड़ा असबाब ले कर चलने की आदत है, तो वह असबाब भी ठीक तरह से नहीं रख सकते हैं। यह भी लोगों को शिकायत है कि लेटने की सीट व गद्दियां भी पतली पतली हैं। इन स्विस कोचेज की भी कमियों को देख कर इन सब बातों की भी दुरुस्ती करनी है। स्विस कोचेज का नक़शा जब मेरे सामने आता है तो अपनी पार्लियामेंट (parliament) की सीट्स (seat) की तस्वीर मेरे सामने आ जाती है। यह पार्लियामेंट की सीट्स जब माननीय गाडगिल साहब मिनिस्टर थे उस वक्त उन की हुकूमत में बनी थीं यह जो सीट्स बनी हैं, जब मैं यहां बैठती हूं तो मैं सोचती रहती हूं कि लम्बी टांगों वाले जो बैठते हैं उनके लिये तो स्पेस भी नहीं है। अगर हम कोई चीज़ लिखना भी चाहें तो या तो घुटने पर रख कर लिखें या बाहर जांय। हमारे पास कोई तख्ता भी सामने नहीं कि जिस पर हम कुछ रख कर लिख सकें। लेकिन जिस वक्त हमने एतराज़ किया तो हम से यह कह दिया गया कि हाउस आफ़ कामन्स (House of commons) की नक़ल हम ने करी है मैं तो यही कहूंगी कि ऐसी दुखदाई तकलीफ़देह नक़ल जो हमने हाउस आफ़ कामन्स की यहां की है तो कम से कम कोचेज में तो हम ज़रा इस को ठीक कर दें।

मुझे फिल्टर्ड (filtered) पानी के बारे में भी कहना है और कैंटीन (canteen) के बारे में भी कहना है। मेरा कहना है कि गवर्नमेंट की तरफ़ से ऐसी साफ़ सुथरी कैंटीन्स होनी चाहियें ताकि लोगों को फूड पाइजनिंग (food poisoning) वगैरह न हो।

अब और ज्यादा न कह कर मुझे सिर्फ़ इतना कहना है कि मुझे अपने फाइव ईयर प्लान की फिक्र है। मैं समझती हूं कि यह जो फाइव ईयर प्लान हमारे सामने है इस में रेलवे का बड़ा भारी हिस्सा होगा। इस फाइव इयर पलान में जो हमारे इतने तमाम प्रोजेक्ट्स (projects) हैं, इन तमाम प्रोजेक्ट्स के डैवलैपमेंट (development) के लिये हमें माल लाना ले जाना होगा। तो अगर इस काम में और इस की स्कीमों (schemes) को कामयाब करने में हमारे ट्रांसपोर्ट (transport) में रेलवे ने ठीक काम नहीं किया, ठीक प्लान नहीं किया, तो मुझे डर यह है कि हमारा जो फाइव ईयर प्लान है वह बिल्कुल कामयाब न हो सकेगा।

मैं जो बातें करप्शन के बारे में यहां सुनती रहती हूं तकलीफ़ होती है। जब से हम यहां आये तब से रात दिन हमारे कानों में करप्शन के बारे में सुनते सुनते नाकों में दम है। करप्शन के बारे में मुझे तो अपने मिनिस्टर से इतना ही कहना है कि जहां तक मेरी समझ में है मैं समझती

हूं कि करप्शन कभी भी किसी कमेटी के जरिए नहीं जाता है, चाहे मिनिस्टरी की कमेटी बनाइये, चाहे कोई कमेटी बनाइये, चाहे पार्लियामेंट की कमेटी बनाइये, क मेटी से करप्शन नहीं जाता है । करप्शन जाता है सख्ती से । अगर आप को करप्शन की निकालना है तो आप सख्त बनिये और सख्त बन कर अगर गुनहगार बड़ा भी हो या छोटा भी हो तो मेरी एक सलाह अपने मिनिस्टर से यह होगी कि जो बड़ा है उस को पहले सख्त सजा दीजिये । मैं तो उन में से हूं कि जो यह कहूंगी कि, भगवान न करे कि ऐसा हो, लेकिन अगर खुदा न खास्ता कोई मिनिस्टर भी करप्ट (corrupt) है तो उसे भी सजा दीजिये, उस को भी निकालिये । करप्शन सख्ती से जाता है । करप्शन उस समय जाता है जब मनुष्य में सेल्फ रेसपेक्ट (self respect) होती है । जब तक मनुष्य में सैल्फ रसपैक्ट और ईमानदारी नहीं आवेगी करप्शन नहीं जा सकता है । करप्शन सिर्फ पैसे का ही नहीं होता है । ईमानदारी केवल पैसे की नहीं, बात की, चीत की, हर चीज की ईमानदारी जब तक मनुष्य में नही आती है तब तक करशन नहीं जाता है ।

अब मैं फिर मिनिस्टर साहब को मुबारकबाद देती हूं और मैं समझती हूं कि इस बजट में बड़ी उम्मीदें दिखाई देती हैं। मुझे विश्वास है कि हमारे मिनिस्टर दो चीजों का विचार करेंगे, एक तो पहले करप्शन का और फिर हमारी फाइव ईयर प्लान का ।

Shri Meghnad Saha (Calcutta-North West): There was a British Prime Minister who always travelled third class, and when he was asked why he travelled third class, he said, because there was no fourth class. I do not understand why our Railway Minister has brought a proposal for the abolition of classes. I think it is a prelude to the formation of a classless society to which the Planning Commission is pledged. But, are we taking a leaf out of Russia here? (*Some Hon. Members* No, no.) Then there are many things which we have to imitate. Has the hon. Minister ascertained whether classes have been abolished in Russia? The word class is taboo there; but when I was there, I was told that people can travel 'soft', they can travel 'medium' and they can travel 'hard'. In our country when we are being led by fads like this that all classes ought to be abolished, we really ought to study what other countries are doing, because, such fads have cost us crores of rupees in former years. I am all for the improvement of our third class so that people do not travel like cattle. They should be like the English third class. But, before that is done, all efforts should be made to improve the standard of third class so that everybody can travel in the third class. Conditions in our country are quite different from those in England or Russia. In England, you have not to travel more than 300 or 400 miles and you can do so in three or four hours. Here, people have to travel for two days. Unless a certain amount of comforts are provided which cannot be provided in the third class at present, you cannot abolish the classes.

I am now coming to another point, that is, the financial administration of these railways. My previous speaker, Dr. Krishnaswami had just pointed out that, reviewed as a business proposition, the working of the railways is very unsatisfactory. You have got a capital of 800 crores. The depreciation ought to come to something like 40 crores. If you have to add to that the dividend which has to be given to the owner of this socialised concern, it ought to be at least five per cent. another 40 crores We do not find that the earnings leave such a huge surplus. You have, in addition, to provide on a very lavish scale for the welfare of the employees, and my friends before me have complained repeatedly that the amount of money which we provide for their accommodation and welfare is very insufficient.

4 P.M.

The Public Accounts Committee has demonstrated that the financial administration is very unsatisfactory. I will read a number of passages. Taking the Assam Rail Link project, it says:

> "The open tender system was not adopted in regard to contracts."

There were contracts to the extent of rupees three crores, of which rupees two crores were negotiated contracts. Now, everybody knows that a negotiated contract is something which always leads to some kind of leakage.

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Then, they have given examples as to how the railway officers conclude contracts with foreign firms. They have reached an agreement with a Swiss firm, Schlieren, for the manufacture of all-metal light-weight coaching stock in India—a contract for twelve years. I would not give you in detail how this contract has fared, but I will give you only the conclusion. The contract is on a cost plus profit basis. Now, this reminds me of a contract which I was having with a bookseller. He offered half and half profits, and then I enquired and I found that that bookseller never made profits, so that the author never gets anything. Now, this contract is of a similar type. I will read out some of the extracts:

> "In March, 1949, the estimated cost of an unfurnished coach was 1,10,000 Swiss francs."

They are talking of the cost because we have to pay the cost and after that we have to give some percentage of profit.

> "In September, it was 1,38,113 Swiss francs. In November, 1950, the estimated cost for a fully furnished third class coach was given as 1,50,000 Swiss francs, whereas in August, 1952, it was 2,15,800 Swiss Francs."

So, you find that in the course of three years, the costs have increased 100 per cent, and I think that in the course of another three years—it is a twelve-year contract—by the time the contract is over, the costs would be quadrupling and you have to pay. That is your contract. The Public Accounts Committee says:

> "This shows that the liability of the Government is indefinite and increasing constantly."

I would say it is an unlimited liability. The officers who are concerned with this have contracted for and have committed this country to an unlimited liability. So, they have passed very damaging strictures on the persons responsible for this kind of contract.

There are other points which I need not take. They have given a number of cases like that where they say the financial administration has been extremely lax, extremely negligent, and the officers of the Railway should not have committed this country to this kind of unlimited liability and increasing liability.

We have heard much about the new railway grouping system. We all know how this grouping system was arrived at. Fifteen days earlier there was one system of grouping. Then the whole thing was turned topsy-turvy, and we have another system of grouping. We have not had from the hon. Minister an analysis of the way in which this grouping has worked. Some time ago in the papers there was a report that as a result of this grouping the railways have already suffered to the extent of Rs. 25 crores. And this has not been contradicted. I would like to know from the hon. Minister whether this railway regrouping has led to any amount of financial gain, or it has been an unlimited failure.

I will read to you another part of the Public Accounts Committee's report. They say:

> "The Committee regard it as a lapse on the part of the Railway administration even in routine anticipations of important seasonal traffic in connection with such well-known fairs as the *Kumba Mela*."

Then, whenever any new system like regrouping is introduced, it is laid down in the Constitution in article 150 that:

> "The accounts of the Union and of the States shall be kept in such form as the Comptroller and Auditor-General of India may, with the approval of the President, prescribe".

The Public Accounts Committee have reported that this has not been done. I am reading to you the relevant passage:

> "The Ministry of Railways submitted for information of the committee a memorandum setting forth the various changes which the Railway Board had introduced in the financial and accounting structure of the Railways with effect from the accounts of 1952/53 as a result of the integration of the Indian Railways into a unified undertaking owned and worked by a single central authority. The Committee were informed that the Railway Board had not consulted the Comptroller and Auditor-General of India in the matter of introduction of the centemplated changes".

This is very strange because it is laid down in the Constitution that before any change is effected which is likely to call for financial readjustment, they should first consult the Comptroller and Auditor-General. And it was not done in this case. I think the House is entitled to know why this was not done.

Then I come to the question of stores. The amount of money which is spent on stores is about Rs. 80 crores, out of a total earning of Rs. 293 crores. The stores purchase system of this Ministry was subjected to an enquiry presided over by Mr. A. D, Shroff, And they have revealed a state of affairs which is merely shocking. I will read here to you some of the passages. Here, they say:

> "The illustrative tables given in Chapter VII reveal a state of affairs which almost borders on an outrageous handling of at least one branch of the Stores Organization on railways. We would particularly draw attention to certain items of stores the stocks of which, in terms of average annual consumption, would last from anything between three years to the extreme cases of 162 and 222 years."

And in spite of the fact that we have such large stocks, the stocks are still being added up.

My time is up, but I could read to you—I hope somebody will read to you—all these relevant passages from this Railway Stores Enquiry Committee. We were promised last year that effect would be given to it, but we are getting on with it at snail's speed. One gathers an impression from the study of this book there is 'something very rotten in the State of Denmark'. And you have not put your heads together to stop this rot. This country is suffering from poverty. There is no money for education; there is no money for health: there is no money for the nation-building departments, and here we find that this railway administration is wasting money like anything, and though attention has been drawn to it nearly two years ago, very little action has been taken on this state of affairs.

Then we have been told of the Five Year Plan, which, it is expected, will satisfy all our demands. We require in the next five years nearly 2000 wagons and locomotives, while we find that the Chittaranjan factory and the TELCO would give us barely one-third of our requirements. Why should it be so? All locomotives should be manufactured in this country. As it is, we have to export a good deal of capital for the purchase of these essential stores, and here again the Public Accounts Committee has passed very great strictures on the kinds of contracts which the Government have made with the TELCO. They have not fulfilled their contracts, and there is a suggestion that in a matter like this, the railways being a nationalised concern, all the railway stores should be manufactured in this country as far as possible. It is quite possible, as far as I am aware. In most cases these orders are being sent outside, because somebody is interested in them. The result is that the capacity within the country for producing these things is not being fully utilised. I know one particular case in this connection. Take for instance the signal glass. We purchase signal glass and other glass to the extent of about ruppes ten lakhs, while the Central glass and Ceramic Research Institute in our country has produced signal glass in this country, which is as good as the foreign signal glass, and which has been tested and found to be so. And yet up to this time, there has been no attempt at making all this signal glass in this country. In this way, the railways instead of providing amenities for the passengers, and instead of building up a surplus, with which we shall be able to expand the railways, are simply wasting away their earnings.

Mr. Chairman: May I ask the hon. Member to conclude?

Shri Meghnad Saha: I have finished.

Shri Bhagwat Jha (Purnea *cum* Santal Parganas): Sitting in a rain-shadowed area which very often fails to attract the attention of the Chair, I am glad that at least once I have been given the chance. After surviving the bumper overs of Mr. Frank Anthony, and Dr. Krishnaswami, coupled with some nasty and mischievous Nambiar-like googlies of of the Opposition, the Government, I hope will be able to carry their bat safely. And if I assert that the Budget which the hon. Railway Minister has presented, shows an all-round improvement, my hon. friends like Mr. Nambiar will laugh and mutter 'Another rubbish', because I cannot add to the novel pronouncement series of the Opposition, which invariably exposes itself in hyperboles and superlatives.

The Budget shows a deficit of Rs. 14 crores this year. My hon. friends opposite may say that it is just an indication of depression in the whole

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country. But I am sorry I cannot see eye to eye with my friends sitting in the Opposition, because I feel that this drop in the passenger earnings as well as traffic earnings is due to the fact that the peak of passenger and traffic earnings, boosted up rather unduly during the wartime, is now over and the country is getting more and more into a stabilised equilibrium in regard to passenger traffic earnings. The time now being the normal period, this drop is nothing unusual. But there is one thing to which I would like to draw the attention of the hon. Minister, and that is that the Railway Ministry must give more emphasis to goods traffic and it is heartening to note that the earnings from goods traffic are now about 40 per cent. as compared with 33 per cent. of the total revenue in pre-war depression years. If this drop is there, I can say that the Railway Ministry can very well take other measures which could improve their earnings. Commercial institutions in the past have complained of lack of transport facilities for certain classes of traffic including export traffic. These complaints should be carefully examined, for this traffic can give increased earnings to the railways.

Another thing which requires great consideration is this. It cannot be said offhand here that a reduction in the fares will increase the railway earnings in passenger traffic. But it can very well be examined at any rate, and this downward trend in the railway earnings may very well require the hon. Minister to take a bold decision in this matter. If a bold step is taken to reduce the fares, it may not only be welcomed by the travelling public, but it may also well be sound from the financial point of view. It is gladdening to note that that the centenary year happily announces the 'Travel as you like' concessions and other concessions to a small section of the public as students and teachers and workers on duty at the community project centres. Of course, this cannot go far, but at least they can provide the grounds for further experiments in this direction.

Making a reference in his Budget speech to the existing position of the rolling stock, the hon. Minister stated:

> "It is a matter for gratification that our indigenous production is able to meet the normal annual requirements of the Railways in regard to rails, wagons and coaches."

And the Deputy Minister announced in the other House, a day or two ago, that

> "The Railway proposes to acquire 245 locos, 179 boilers, 1384 carriages, 10,663 wagons, 19 cranes, and 7 ferries during the year, and out of this 150 locos, 63 boilers, 1121 carriages, 6,824 wagons would be produced in the country and the rest would be imported from outside."

We are glad that these things will be produced in the country. I would also hope that 30 per cent. of the parts that are being imported even in the case of the Chittaranjan factory would, in course of time, be capable of being manufactured within the country, and the day when no parts would be imported from outside will be a red-letter day for this country, and we can have the best means of transport, when we attain self-sufficiency in this respect.

In the development works, the hon. Minister stated, that work is going on in connection with 12 dismantled lines. But we do not know what has happened to the Bhagalpur-Mandar line. The hon. Minister stated some time back that it will be taken up this year. But we do not know what is being done about this line. It was also announced that seven surveys for new lines are being undertaken in 1953-54. But I would draw the attention of the hon. Railway Minister to one point which I made last year also during the Budget discussion, but which probably could not find much favour with the Minister. I come from the Santal Parganas, an area which is mostly backward. It has a population of about 23 lakhs out of which nearly 50 per cent. is composed of aboriginals, who are still far far away from the light of civilisation. This is a fact which has not got the proper attention of the Railway Minister. There are no proper and adequate transport conveniences and conveyances for them. The approach to them is very very difficult. There are no roads and nothing of the sort. Government very often profess that they are spending this much or that much on the development of transport facilities for these people, but these people are still living in darkness and do not know what is happening outside their area. I hope the hon. Minister will take this into his consideration and do something in the matter. Once a survey was made, but in a confidential report, it was stated that opening of

transport facilities would expose the entire area to the general people from the rest of the country. Again in 1943 or so, another survey was made so as to consider the possibility of linking Dumka, the headquarters of the district, with Ramperhat, and with another station in the loop line of the Eastern Railway, but nothing was heard beyond that. I request the hon. Minister to consider the proposal to link Dumka, the headquarters of the district, with Josidih at the southern pole, and Pripainti in the northern pole.

The Railway Minister has very feelingly spoken about the lot of the third class passengers, and has stated that he is thinking of more facilities being given to the third class passengers, and that the necessary drive is being taken in this behalf. But it is to be seen what facilities he is able to afford to the common man who still suffers for want of adequate toilet arrangements, advance booking, compulsory cleaning of lower classes etc. It is a strange anomaly that though even the minimum of facilities were not available to these people, yet, the grants were allowed to be lapsed. The fat-salaried happy-go-lucky officials had probably little time to see how the money could be spent. Now that a drive is being launched, I hope the hon. Minister will see that these officers who are drawing such fat salaries, and just sleep in their offices, take some care and provide more amenities for these third class passengers. I hope that the lapses of grants of the past will not be repeated in the future. Last year, while pleading for the minimum of facilities for the small wayside stations, I drew the attention of the hon. Railway Minister, and the other officers who are sitting in the galleries, towards the needs of the small stations of Pripainti and Mirjachoni. The officers showed me some of the small grievances and said 'these are just small things. Just drop me a card. Mr. Jha, and it will be done'. Probably they said so because they found in me a strong supporter of the regrouping of railways. For these two small stations, I pleaded for waiting halls, benches, drinking water facilities, improved platform and sanitary arrangements, and quarters for the staff. I was told that an inquiry was immediately held. That was true, of course But after three months of slumber, the Department was kind enough to send a list of those things which are existing in those stations, but there was no mention regarding my grievances. These officers say: 'You have got this and that in your station." As if I was just a man of Delhi not knowing the stations in my part of the country. Similarly, I had put forward a request for stopping the 13 Up and 14 Down at Pripainti.

What I want to assert is this—that if such small complaints from a Member of this House go unheard, what to talk of those thousands of complaints which the people make. These clappings are uncalled for.

The Railway Minister has very feelingly spoken about overcrowding. I think by removing overcrowding the Railway Minister is doing his own job. I wish to remind him of a Bill on black-marketing which had been passed by this House. I think the definition of 'black marketing' is that the black-marketeer exacts from the consumer for things which are not existing there, that is, he is charging more than what is necessary. I think the Railway Ministry or the railway officials are causing overcrowding by issuing more tickets than the accommodation available and they are charging more money for seats which are not existing in the railway compartments. So I think the Railway Ministry can be directly charged with black-marketing, and the Railway Minister by just removing overcrowding is doing nothing more than his own job. It is no convenience for ourselves.

Shri Vittal Rao (Khammam): Cheers from the Opposition!

Shri Bhagwat Jha: Then, what about the habitual offenders whom we see in the railway compartments? When the railway officials get hold of a person travelling without a ticket, they just take some money from him and put it in their pockets. We are glad that the hon. Minister has announced that a Commission will be set up to inquire into these things. But I will again assert what I have already said in this House that in that case, the Railway Minister will have to strike at the top first and then at the bottom.

Let me now come to the Public Accounts Committee's Report. The Public Accounts Committee have spoken about the 'very grand' way of handling things with regard to the Swiss firm—the way the Financial Commissioner and the member of the Railway Board have handled the matter. It has come to this that one bogie which cost about 1,15,000 before has now gone up to 2,30,000. I want to ask the Railway Minister, why was the agreement entered into before the site for the factory was located? Why was the Government subjected to commitment to purchase coaches for a number of

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years? Why was an undertaking given in the nature of a financial liability, of an undefined nature without time-limit on a cost-plus profit basis? For the technical assistance given by this firm, I am told—it is written in the Public Accounts Committee's Report—we have paid 8,80,000 Swiss francs. And the only assistance that we have got up till now is the designs of the coaches have been fixed and three or four draughtsmen have been trained in their factory. Moreover two lakhs of rupees were spent for the stay of the experts for thirteen months in India. I would ask the Railway Minister that he should, before inquiring into other things, first look into his own Department and see how this matter has been handled in such a bad way. I am also told that in the course of the agreement, the Financial Commissioner and the member of the Railway Board have flown so many times to Switzerland to see the things done there, and quick in their heels followed the demand for increased rate in the agreement! I hope our Railway Minister will look into these things which are being done so mischievously and lightly.

The Railway Minister has spoken of everything about third class passengers, but he has not mentioned a single word about the two pet boys of the Ministry—I mean Ballabhdas and Keelner. These two spoilt children of the Railway Ministry are giving such nice food that it manifests itself in the form of either diarrhoea or dysentery to Prof. Ranga in a Grand Trunk Express or vomitting to many of us in the North Eastern or Eastern Railway. I suggest to the Railway Minister that such contracts on a large scale must go and contracts should be given to smaller persons who can manage it efficiently. Ballabhdas and Keelner are giving slow poison to the travellers and it produces either dysentery or vomitting. This system must go and instead of this, small persons who must not have to depend on 'bar' as Keelners are depending, but who can manage things efficiently in their own way, should be given contracts. I do hope that small contractors will be given a chance.

One word more, Sir. Madam—I am sorry. The Chair has been so kind to me that I forgot whether it was occupied by 'Madam' or 'Sir'.

One word more about Andamans. I had been to the Andamans—a very beautiful island. She serves almost as a sentinel in the eastern waters at a strategic place. Andamans is not receiving the attention of the Government of India. There is no conveyance, no communications—nothing of the sort. Those 33,000 people living in the Andamans very feelingly told us: 'Ask the Minister who is in charge of Transport and roads to look to us also'. All those islands—about 204 in chain—have got no communications. They have to depend on those two or three ships which visit once a fortnight or 20 days. When the ships arrive everything is active on the islands and when they leave everything becomes dull. I hope this will be taken into consideration.

With these 'ifs' and 'buts' and once more reminding the House of the achievements in the various fields which I have stated earlier, I do congratulate the Railway Minister for the Budget he has presented to this House. Though I closed my remarks with criticism, my friends who are laughing must also look at the achievements of the Railway Minister.

Shri A. M. Thomas (Ernakulam): The hon. the Railway Minister deserves to be congratulated for the realistic picture given, in no complacent mood, in presenting the Budget, which shows the true nature of the largest national undertaking. He has also to his credit a vigorous pursuit of a programme of rehabilitation and development. In spite of financial difficulties, one can feel satisfied, though one cannot be complacent, about the achievements in the first year after the General Elections. When I congratulate the hon. Minister, I cannot but strike a personal note about something to which reference had been made by the late Shri Gopalaswami Ayyangar himself in his budget speech of February 1952.

I must express my gratitude for the indebtedness in which the Railway Ministry has placed my State—Travancore-Cochin State—by getting on with the Ernakulam-Quilon link. The doubts that people in the extreme south entertained with regard to its fulfilment have been set at rest by the inauguration of works in connection with the line by no less a person than the Prime Minister himself, in the presence, if I may say so, of the entire Railway hierarchy. I would in this connection impress on the administration the necessity to make it a *fait accompli* in the shortest time possible. In spite of the inauguration under such distinguished auspices,

judging from the meagre allotment made—there is only a provision of 75 lakhs for the next financial year—one may entertain misgivings whether it will be finished within the plan period. We have got only three years ahead of us. On page 18 of the Explanatory Memorandum, while dealing with the works in progress and the new works, the following remarks occur:

> "The other project is the metre-gauge Quilon-Ernakulam link on the Southern Railway costing about 5·49 crores. This link is intended not only to fulfil the long-felt need for railway facilities in Travancore-Cochin State but also to connect the growing port of Cochin to the important metre-gauge system of the South."

There is some disappointment in the fact that this is only a metre-gauge system. However, for the time being we are satisfied on the ground that it is better in the interests of the development of our port and that we will have some feeder lines later on to the plantation areas of the State. Emphasis has been made in the other House by some Members from the South, of the desirability of extending railway facilities to Cape Comorin, the southernmost extremity of our country. I would reiterate in all seriousness this demand. It is a matter to be noted that the railway works programme for the coming year provides for no major scheme in the South except the one that I have referred to. I am not unaware of the several small works and also the survey to be done for the Hasan-Mangalore line. From the White Paper on Railways, which has been published last year, I wish to bring certain figures to the notice of this House, which speak for themselves. By the Southern Railway, with a route mileage of 5999 miles, an area of 1,68,009 sq. miles is served; in the Central Railway, with a route mileage of 5,428 miles, an area of 2,10,000 sq. miles is served; in the Western Railway, with a route mileage of 5660 miles, an area of 1,50,000 sq. miles is served. When the Southern Railway is taken in the context of these figures, it may not disclose much difference. But, I would like the Railway Ministry to compare these figures with the area of my State, *viz.*, Travancore-Cochin. Now, with the area of 1,68,009 sq. miles, for one route mile it works out an average of 27 sq. miles. The area of my State is 9144 sq. miles. That means that one mile of railway serves about an area of 90 sq. miles. These figures reveal the inadequacy of rail facilities in my State. And, in this connection, I may refer the Railway Ministry also to another fact that out of the total population in the Southern Railway about 1/8th of the population exists in Travancore-Cochin. And adopting that standard, there will be the necessity of having about 700 miles of railway to serve the needs of my State. I cite these figures to bring to the notice of the Railway Ministry the inadequacy of rail facilities in my State so that the next demands that I am going to place before the Ministry may not be words in the wilderness.

Before I proceed to some general remarks on the budget, I may suggest some other possible lines. I have already referred to the desirability of extending the rail link to Cape Comorin and I have also indicated the scope of having feeder lines to the railway lines already existing in the State. I would refer the Railway Ministry to the desirability of linking Trichur with Kollengode. Of course, this line was surveyed; it is only a distance of 20 miles. It was surveyed some years ago and it has been dropped. Now, in view of the tremendous possibilities of the Cochin port and the development that the Transport Ministry has in view of the Cochin port, it is quite desirable to have a short-cut, from areas like Pollachi, Dindigul and Madura to Cochin port. Another very important line is the Tellicherry-Mysore route. It was brought to the notice of this House during the last Budget discussion by my hon. friend from Malabar, Mr. Damodaran. That line was surveyed some 25 years back. When I mention this line, I am not for a moment against the Hasan-Mangalore line. It is far more desirable and economic to have this line surveyed and taken out rather than the other line. It will give port facilities to Mysore State; it will give a rail connection to Coorg for the first time and it will also facilitate the development of the Malanad area to which lakhs of people from my State have migrated. It is also a great plantation area and the oft-repeated slogan that Malabar has been given a step-motherly treatment, can also be met. Leading Madras dailies, like the *Madras Mail* and the *Hindu* have pointed out the desirability of this line, namely, the Tellicherry-Mysore line; and leading Malabar dailies like the *Mathrubhumi* and *Sakthi* have also written leading articles about it. Quite recently, a meeting presided over by the Collector of Malabar has passed a resolution pointing out the necessity of this line, as late as 31st January, 1953. My hon. friend, Mr. Damodara Menon pointed out to the House the desirability and necessity of revising the Financial Convention of 1949. With all respect, I beg to

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differ from my hon friend. One cardinal feature of this Convention, as will be seen from the White Paper published, is:

> "The constitution of the Development Fund for the purpose of financing expenditure on passenger amenities, labour welfare and projects which are necessary but which are unremunerative at the time of construction."

It was stated on the floor of this House that there appears to be some sort of complacency in matters of development of unremunerative lines. From the White Paper, it will be found:

> "The most important recommendation regarding the institution of a Development Fund is due to the recognition that future railway development would no longer be conditioned by commercial considerations alone and that a system of nationalised railways must perforce fulfil a positive and complementary role in the general economic development of the country."

And further on, it states:

> "The Budget plans since the introduction of the revised Convention reveal that projects have been undertaken which otherwise it would have been impossible to do."

I would therefore urge upon the Railway Ministry that the principles laid down and adopted by this House in 1949 should be strictly adhered to.

Now, I will come to certain figures of the Budget. The actuals of 1951-52 disclose a surplus of 28·34 crores of rupees while the revised estimates of 1952-53 disclose only a surplus of Rs. 9·48 crores. On this basis, the 1953-54 Budget has been prepared. As has been correctly pointed out by Dr. Krishnaswami, it reveals an alarming state of things. I am glad the Railway Ministry has realised the seriousness of the situation and it is heartening to note that the Railway Minister in answering to the Budget discussion in the other House has promised that a top-level Committee would be constituted to enquire into the reasons for the decline in these earnings.

I would, however, suggest without anticipating the conclusions of this Committee that the passenger earnings would have recorded a decline because of the heavy increase in fares which was effected in 1951. Having regard to the decline in the prices and the general standards of life I would urge that a revision in fares is absolutely necessary, and we must take the fares back to the pre-1951 period. The set-back to the prosperity of the railway earnings, accompanied by the integration and regrouping of the Indian railways, also deserves to be examined. As has been revealed in the speech the hon. Minister made in the other House, he is waiting for the presentation of the next year's Budget to supply all the details and the facts, but we should not be made to wait till then and must be given an idea now.

One noteworthy feature of the Budget is the progress we are making towards self-sufficiency in engines and rolling stock. Our indigenous production is a glorious record. The Railway Minister will do well to give figures of the cost of production, and allay the fears of the public that too high a cost is being paid in trying to reduce imports to the minimum possible.

It is a matter of legitimate pride that conditions of third-class travel have definitely improved. The Ministry deserves our warm appreciation for the improvements made, and we hope for further progress. From the common man's point of view, it is a most pleasing feature of the railway administration. It should be the endeavour of the Ministry to provide sleeping accommodation to all classes of passengers and guarantee a seat on payment of extra charges.

I would be failing in my duty if I do not bring to the notice of the railway administration the thoroughly insanitary conditions in the carriages as well as at the various stations and station premises. It has been stated in the hon. Minister's speech that arrangements have been made to have meals served to third-class passengers in their compartments. Have we not experienced the pungent smell in the stations and station premises? It is all the more intolerable in stations where there are coverings for passenger platforms. It may be remembered that passengers usually answer their calls of nature when the trains stop at the stations.

The existence on an extensive scale of corruption and pilferage on railways cannot be exaggerated. It is a matter of common experience that when you ask for a reservation, the usual reply is, "No seat", but after paying the *mamul* a seat is somehow managed.

Shri Punnoose (Alleppey): Is the hon. Member speaking from experience?

Shri A. M. Thomas: The late Shri Gopalaswami Ayyangar made an appraisal of the situation in his speech, which he made in 1952. He said:

> "I believe, the standard of character amongst railway officers is high—I would say, compared with the standard which perhaps might exist elsewhere. I can say after more than three and a half years' experience of these men that their standard is really high. The capacity of the men and officers is such that it will not compare unfavourably with any similar body of men elsewhere in the world."

I feel, with all respect to the late lamented soul, that he did not make a correct appraisal of the situation.

In the end, I would only say a word more about one remark made by an hon. Member.

Mr. Chairman: The hon. Member has already exceeded his time by one minute.

The Deputy Minister of Railways and Transport (Shri Alagesan): I am conscious of the fact that by intervening at this stage I am taking away the time from a few hon. Members who could have otherwise utilised it. From the moment the debate on the Railway Budget began, we have been receiving alternately kicks and pats, and these kicks and pats are, I suppose, to be expected in the functioning of a democracy. I may at once say that I appreciate the kicks even better than the pats.

An Hon. Member: Which one do you feel more?

Shri Alagesan: Fortunately or unfortunately, the debate opened with thunder and lightning, fire and brimstone. Shri Frank Anthony—somebody called him "Mark Antony" and he was not far wrong, because our friend Shri Frank Anthony—of course, he speaks frankly—has the same gift of the gab that that famous character in the English play had.

An Hon. Member: Call him Frank Anthony.

Shri Alagesan: Shri Anthony saw darkness all around. He could not see a single ray of light to relieve the gloom. It was an evil prophet who spoke, and he opened the debate.

Shri Anthony's views on railways are entitled to very great respect. Even the late Shri Gopalaswami Ayyangar said so, and he respected Shri Anthony's views very much. Now, this hon. Member challenged the House very proudly whether anybody else knew as much about the railways as he did.

Shri Frank Anthony: I did not say so.

Shri Alagesan: I do not know about other hon. Members, but as far as I am concerned, I have no hesitation in confessing that I know much less about the railways than what the hon. Member does. He has been very intimately connected with a part of the railways, and he knows the problems of that part well, and we should take his advice in regard to it. Sir—I am sorry—Madam, I hope you will excuse me if I confuse "Sir" for "Madam"—those who listened to Shri Anthony's speech yesterday, or had read it in the proceedings, would have thought, if their reading was superficial, that he was quarrelling with the railways. On the other hand, I have a suspicion that his quarrel is not with the railways, but with the new scheme of things, of which the railways of course are a part. What is required is a sort of mental adjustment on his part. He has to make the adjustment to the new order of things. He has been as we all know very intimately connected with the old order of things and the transition in his case is bound to be long and difficult. I sympathise with him, because I know that such a transition involves a mental divorce of the old order of things and a marriage of the new order of things.

Now, let me leave aside the emotional side of the case and come to the factual side of it. He was talking about class I officers and he talked in disparaging terms about them. I should like to know who these class I officers are. Are they heaven-born or foreign drawn? No. Everyone knows them individually. They are the sons and sons-in-law, cousins and brothers-in-law of hon. Members here and others outside.

Shri Frank Anthony: On a point of explanation. I think it is very unfair for the hon. Minister to indulge in sweeping generalisations and put into my mouth what I did not say. I never spoke disparagingly about the whole set of class I officers. I only pointed to certain officers.

Shri Alagesan: Will the hon. Member please wait? I was here when he

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made the speech. I did not interrupt him, nor did any other hon. Member.

Shri Frank Anthony: But I do not wish to be misrepresented.

Shri Alagesan: I hope he will allow me to proceed.

Individually, we know and recognise all these officers, but collectively we do not recognise them and identify them with a vague group of snobbish, domineering and unsympathetic men. Privately we are proud of them, but publicly we curse them, because we do not recognise their real nature and identity. When you refer to class I officers as a class, people get rather prejudiced against them, but who are these class I officers? I should like to tell you who they are. They represent that section of the youth of the country which is capable of leadership and initiative.

Shri K. K. Basu (Diamond Harbour): According to whose judgment?

Shri Alagesan: It is their hard work and qualities of leadership that we are trying to harness for the service of the railways. The House will realise that they are not a sinful lot fit to be cursed, but they are our own young men who should be encouraged to do better and more work so that the country as a whole may benefit.

An Hon. Member: What about old men?

Shri Alagesan: I should like to give some figures with regard to the matter that Shri Anthony raised. He said that the administration is topheavy—there have been more class I officers—and the topheaviness should be reduced. I shall try to place before the House some figures and from them the real position can be understood. Let us take the years 1938-39 and 1951-52. The total number of gazetted staff—class I and class II—was 1784 in 1938-39 and it was 2268 in 1951-52. Again, the total number of staff all-included was 6,41,099 in 1938-39. In 1951-52 the total number of staff was 9,25,319. The number of non-gazetted staff per gazetted officer in 1938-39 was 358; in 1951-52 it was 407. Taking the mileage it is more or less the same—it was 33,731 in 1938-39 and was 33,343 in 1951-52. The number of officers per thousand route miles was 53 in 1938-39; in 1951-52 it was 67, that is an increase of 22 per cent. The total number of staff per thousand route miles has increased from 19,000 to 27,000, that is, an increase of 42 per cent. While the total number of staff increased by 42 per cent., the gazetted staff increased only by 22 per cent.

Mr. Anthony went on to speak about various things. One complaint which he made was with reference to the wagon position on the Northern Railway. He said that empties are moved away from Delhi and Ferozepore divisions to the Eastern Railways for loading coal and there is a great shortage of wagons. He mentioned a huge number—I do not remember the number now. But, these wagons have to be moved for loading of coal because there is not much inward traffic towards the coal centres. During the last three months—November 1952 to January 1953—the daily average number of empties moving from these two divisions was 500 as against 495 during the corresponding period of the previous year, that is before regrouping. There has thus been hardly any difference in this respect. During these two corresponding periods, loading on these two divisions has also remained at the same level, that is 1008 from November 1952 to January 1953 as against 1006 during November 1951 to January 1952. I do not know, what complaint he has to make against this position and the figures that he quoted are more imaginary than real.

He spoke about smalls traffic. He said smalls traffic is being diverted and that it takes an unconscionably long time for it to move from Delhi to Amritsar. He said that it takes twenty days. I think that was the time that he mentioned. But the average transit time is only 7·2 days. In some cases this may be exceeded. But nobody can avoid these things and if he goes on to say that it takes such a long time as twenty days, I can only point out to him that he is not correct on his facts.

Then he reserved all his wrath for the poor Southern Railway people and he pounced upon them. I have been here and I have heard Mr Anthony's speech over a number of Railway Budgets and I cannot say that he is famous for restraint in language. So, as I said, he let loose all his vituperative power against the Southern Railway and accused them of so many things. In fact when I had been to Madras sometime back I was shown a big file, a mountainous file, all containing Mr Anthony's letters and communications addressed to that railway. They were staggering

under the weight of that file—all coming from Mr Anthony. Before me they opened two personal letters written by name to the General Manager. And they are being flooded like this. It is good that the hon. Member takes such a lot of interest in the working of the railways, but most of his communications were dealing with individual cases and as such it was rather difficult for them to cope with the volume of correspondence that he was carrying on and to overtake them. It is rather easier to overtake the arrears in rolling stock than to overtake the arrears of the correspondence of my hon. friend Mr. Frank Anthony. I confess that it is rather very difficult for the Southern Railway to do justice in this case, because he has been almost flooding them with these letters. If every other hon. Member in this House starts like that I think the Railway Department has to be closed.

Then, he referred to certain things on the Southern Railway. He mentioned the question of pre-audit and the difficulties caused by pre-audit. This is not a new thing: it has been obtaining on other railways as well and it was introduced on the Southern Railway too. Initially there were some difficulties, but now everything has settled down and there is no complaint. If my hon. friend has got any complaint, general complaint of course, not individual complaints, because it is very difficult to go into individual complaints, it can be looked into and rectified. But there is no point in criticising the system of pre-audit which has obtained almost on all the railways excepting the Southern Railway where it was recently introduced.

Mr. Anthony mentioned about transfers. These things have been very largely gone into before and I do not want to take the time of the House by dealing with all those individual complaints. I can tell the hon. Member that everyone of the complaints that he has made will be looked into and it will be made known to him what action has been taken on his complaints, wherever they were real.

Again he accused that the Budget speech lacks human touch. Of course, his kindness to the railway staff and employees everyone knows. His heart overflows with the milk of human kindness towards class four employees and all the other people. Perhaps the Minister is not able to match his kindness against his. We have no difficulty in admitting that Mr Anthony's kindness for the staff is more than anybody else's. He described things in such terms that tears could have flowed from people's eyes about the condition of staff quarters. He said that we are spending more on officers' bungalows than on staff quarters.

[PANDIT THAKAR DAS BHARGAVA *in the Chair*]

But a reference to the Budget papers will show that only 20.3 lakhs is proposed to be spent for officers' bungalows out of a total of 380 lakhs provided for staff quarters.

Shri K. K. Basu: What is the proportion of officers?

Shri Frank Anthony: On a point of explanation. I have been deliberately misrepresented. I never said that more was being spent. I wanted to know how much was being spent on officers' quarters.

Shri Alagesan: This is what is being spent. My hon. friend Mr Nambiar also in his speech—I shall come to him later—raised this point. He said that only 15 per cent. of the essential staff are being housed. As regards the housing of essential staff out of 1·25 lakhs class three servants, 70,000 are already housed. Out of three lakhs class four staff nearly 1·8 lakhs are already housed. So it is not 15 per cent. as he put it, but nearly 60 per cent.

Let me leave Mr Anthony—I have been with him for fifteen minutes now—and pass on to my other friend Mr. Nambiar. I do not find him in his seat. But he is a very interesting gentleman. He was talking of intrusion of politics into trade unions. I should like to repudiate that charge here and now. On the other hand, I wish to tell this House that it is the workers that are dissatisfied with his politics. In his own place, workers are organising themselves into a different union because they are fed up with the shameless way in which party interests are sought to be advanced under the cloak of trade unionism.

Shri V. P. Nayar (Chirayinkil): And also because you provoke them!

5 P.M.

Shri Alagesan: And there are signs to show that the people at large are fed up with the politics of the party of my hon. friend. The mask that

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many people assumed at the time of the General Elections has worn out, and people see things in their true colour. (*An Hon. Member*: Yes, Mr. Santhanam has been made Lieutenant-Governor.) Strangely enough, the dents are larger in places where my friends thought they were more strongly entrenched; because the reaction came quicker in those places. Only a few months ago some on the other side were asking this side "to read the signs of the times". I most humbly reciprocate and ask them to change their ways ere long, lest they should be submerged in the wrath of the people.

Purely from a narrow selfish point of view, Government may like more than one union. A Government which has not got the interest of the workers at heart will welcome a multiplicity of unions.

Shri Punnoose: That is what you are doing.

Shri Alagesan: We are not. It is because this Government is more interested in the welfare of labour that the hon. Minister has appealed for political truce among the unions and suggested a coming together, if not in the sense of merger, at least in the sense of working unitedly. This appeal has already had its effect, as we saw yesterday. My friend Shri Khandubhai Desai told the House yesterday that the two great Federations are thinking on those lines. It is a hopeful sign and if it succeeds a new era in the history of railway labour would have begun. Of course, this means less and less opportunity for misleading labour into wrong paths and prostituting labour unions for party purposes. But we cannot help it.

Now, I shall tell the House what my friend Mr. Nambiar's union itself has said and what its views are on the subject.

Shri Punnoose: Do you mean to say that it is not the strongest union on the Southern Railway?

Shri Alagesan: Have some patience.

Mr. Chairman: He is not giving way.

Shri Alagesan: I am coming to my friend. This is what the union of my friend Mr. Nambiar has said:

> "For genuine trade union unity on the Southern Railway system, the coalition of the Southern Railway Labour Union and M.S.M. Railway Employees Union is vital as they constitute two important trade unions with a glorious record of history and tradition each in its own way."

This is what they have said. They have no objection to the coalition of the Southern Railway Labour Union with the M.S.M. Railway Employees Union. The Minister has not said anything different from this. Nor has he invited the Unions to merge. He has only thrown a friendly suggestion in the interests of labour.

Again they say:

> "This meeting does not consider it too late and wishes to reiterate its unequivocal desire for unity with all genuine trade unions on the Southern Railway, particularly the M.S.M. Railway Employees and the Mysore State Railway Employees Association."

This is the same thing which was said by the hon. Minister. And my friend Mr. Nambiar was very angry with him and imputed motives of political partisanship, to the hon. Minister. This is not the case.

He also raised several other points during the course of his speech, and I should like to reply to one or two points which he raised. He said that the work-load has increased. This point has been dealt with by the hon. Minister in the other House, and I just want to repeat it here. In 1938-39 the total train miles operated on class I railways in undivided India was 171 million. The total number of railway staff was only 6·4 lakhs. In 1951-52 the train miles operated in India are 167 million. And the total staff for doing this is 9·25 lakhs. The Adjudicator's Award and other factors have actually reduced the work-load per head to about 70 per cent.

As against this I should like to draw the attention of the House to the increased emoluments that labour is receiving. I shall give the figures under the various heads. The Central Pay Commission scales cost Rs. 38·39 crores. As a result of the implementation of the Joint Advisory Committee's recommendations the bill comes to rupees two crores. Under the head liberalisation of leave rules the excess amount has been rupees four crores. Under provident fund Rs.

1½ crores. Under grain shops Rs. 10·6 crores. And under the head implementation of the Adjudicator's Award it is rupees eight crores. All told, it is Rs. 64 crores more than what they were previously getting.

Mr. Nambiar also referred to one or two other points. He spoke about the case of the station masters and said that they are not put on the same level as the guards and other people who are under their control. This question was gone into in detail by the Joint Advisory Committee, and they were of the opinion that there is no anomaly involved in this.

He raised one other point, and that was with reference to the difference that is being made between Matriculates and non-Matriculates. The position is as follows. The channel of promotion is from A grade firemen to A grade shunters and thence to C grade drivers. The channel of promotion of B grade firemen is to B grade shunters and thence to C grade drivers. The A grade firemen would have reached very near the Rs. 100/- stage—I am sorry that Mr. Nambiar is not here—while working as A grade shunters and therefore fixing their minimum at Rs. 100/- in the grade of C grade drivers does not give them any special advantage. On the other hand, B grade shunters would not have reached that stage ordinarily before they are promoted as C grade drivers.

Then I should like to deal with my friend Shri Sreekantan Nair. I felt, while he was speaking, that he was too much conscious of his size, because I thought he was referring to the size of the hon. Minister himself and he felt a little doubt if the voice of the hon. Minister would have its due weight. I should like to tell the hon. Member that be should not be so much obsessed by his size, because it does not depend so much on one's size. He said that nothing has been done for the South. It is a strange statement, coming from the hon. Member representing Travancore-Cochin. Only a few months ago the work on the Ernakulam-Quilon railway was inaugurated by the hon. the Prime Minister; and the hon. the Railway Minister also in his Budget speech told the House about it. As such I do not know how he says that the South has been neglected. If an hon. Member coming from that area says that the South has been neglected, shutting his eyes to the actual facts, I do not know what to call it.

Shri Punnoose: May I invite the attention of the hon. Minister to what Mr. Thomas himself from the Congress Benches said?

Shri Alagesan: You need not take the trouble, because I have been hearing. Again, he felt that it was a wrong thing for us to have decided to construct the line on metre gauge instead of on broad gauge. That was a complaint he made. The question was gone into very great detail and all the aspects were taken into consideration. Even the Members of Parliament of both the Houses were consulted. In that meeting it was not a member of the Congress Party but of a different party who was very strongly of the opinion and gave cogent reasons for his stand that it should be constructed to metre gauge. The port authorities of Cochin felt that a metre gauge would be more profitable than a broad gauge and that was how the decision was taken to construct it to metre gauge and not to broad gauge.

There were points made regarding passenger amenities. Of course, it is a problem which has been with us for a very long time and in the past four years we know—Mr. Frank Anthony, myself and several others who have been Members of the previous House know—how, as, a result of representation and expression of views in this House, this question was taken up in a more earnest way and tackled. Formerly, that is before 1949-50, very little was being spent on passenger amenities and then the tempo of expenditure on passenger amenities increased. The amount spent in 1949-50 was Rs. 1·97 crores, in 1950-51 Rs. 2·73 crores, in 1951-52, Rs. 2·45 crores and in 1952-53, that is as per the revised estimates, Rs. 2·99 crores. This comes to a total of Rs. 10·14 crores that has been spent on passenger amenities. Nobody can say that this is a meagre amount that has been set apart for passenger amenities.

My friend Pandit Lingaraj Misra from Orissa made various suggestions, especially he spoke about the running of schools by the railways. He has been representing the matter though it is a State subject. The railways are doing everything possible to run these schools and my friend wants that technical education should be imparted. That can be examined and I can assure him that we will look into the matter and do the needful about it. He has raised various other points as well and I can assure him that all the points that he raised will receive our sympathetic consideration because we do not

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want to take away what is there in Orissa but we want to give more to a province like Orissa which is rather backward.

My friend, Mr. Damodaran was complaining about lack of wagons to transport coal and iron and steel to the South. I can tell the hon. Member that the position has improved and we are able to allot more wagons just now for movement of public coal and iron and steel. The position soon after 15-7-52 was that we were able to allot 26 wagons for public coal and 24 wagons for iron and steel. At the same time 30 wagons were given for moving loco coal. Soon after 28-8-52, the same 30 wagons were used for carrying loco coal, and for public coal 26 wagons and for iron and steel 30 wagons. Now no wagons are allotted for moving loco coal. For public coal 36 wagons and for iron and steel 40 wagons are being allotted. The supply has increased and I hope this will ease the situation.

I do not want to take more time of the House. I am very grateful to you and to the House for having given me this patient hearing.

Shri Frank Anthony: On a point of information. The Deputy Minister tried to reply quoting something. I would appreciate if he really answers some of the questions I put. On the first question, have they broken down the figures with regard to the intake from class I travel by abolition? Does the railway, except to lose or gain? Another thing is you would expect 15 to 20 years to liquidate the problem of shortage of staff quarters. Let us have a reply to these questions.

Mr. Chairman: The hon. Member has raised certain questions. The reply from the Government side is not yet fully complete. This is not the time to raise these questions again. It is possible that the hon. Minister when he addresses the House may choose to give the reply to these questions.

Shri Chattopadhyaya (Vijayavada): Last time, during the debate on the Railway Budget, you remember, I spoke in verse which was translated into almost all the languages of India. Today I am going to speak in prose and I hope that what I say is going to be translated—into action, by our hon. the Railway Minister. In spite of the downward trend. I notice—we all notice—that the optimism of our hon. Railway Minister is on the upward trend. Now, there is a great difference between a pessimist and an optimist. A pessimist would say "the bottle is half empty". The optimist would say "the bottle is half full"; but now, the fact is, that in spite of the optimist's saying that the bottle is half full, I think you would agree with me, if I suggest that the bottle is half empty! The hon. Minister has referred to bottlenecks which are literally throttlenecks in respect of traffic movement beyond Vijayavada towards Madras. In this connection I would like to ask the Minister if at all he intends and if so, when he intends to have two traffic yards constructed in Vijayavada, two traffic yards towards the N.S.Railway to relieve the terrible congestion in the station yard which is at present blocked and overcrowded almost like a mad man's brain. This, I think, is the main reason for the trains not being able to work to schedule; in connection with which I am reminded of a story.

There was a man who came as a guest to a certain person's house. He wanted to leave by the nine o'clock train but the host said "you can catch it at eleven o'clock." The guest said, "What do you mean? I would much rather prefer to go two hours earlier than two hours late." In any case, he happened to go a few minutes before the scheduled time. When he found that the train was going to leave that night at the scheduled time, he shouted "Congratuations, Station Master, congratulations, Guard, your train is moving to time." The Station Master said, "This is yesterday's Train".

There are a few points which I would like to bring to your notice in connection with the Vijayavada station which is one of the most important, if not the largest, junctions in the South. I visited the parcel office the other day and spent three hours of my precious life there examining things. I was smelling into the very corners of all the dust and filth and things. The parcel office, which at present adjoins the Vijayavada platform, gets thoroughly choked up with parcels. When you see them you imagine they are hills, and that you have to add them to the map of India!

This makes it impossible for an innocent passenger like myself, who am also absent-minded, to walk on the platform. I have not insured my life—often I have felt that I should insure

my life before I venture on that platform. One stumbles over those parcels! I suggest very strongly that the parcel office be constructed outside the station in order to relieve this congestion.

To relieve the over-crowding between Eluru and Chirala, I suggest that a diesel car service be started. For the convenience of long journey passengers, I suggest a separate compartment be attached to trains running from Bezwada to Madras, Bezwada to Bombay, and Bezwada to Delhi. Even Parliament Members find it very difficult to get any berth. When we go to the station master, he says, no berth. It seems to be a new kind of a "berth-control".

The annual income of Vijayavada station is two crores, which, I feel, is enough to justify the upgrading of the station, making it on par with, say, Madras Central. This is very important and I am told that it is under consideration. In connection with this consideration and thinking, I am reminded of another story. There was an Irishman who had a parrot. A British friend went to him and asked, "you have a parrot?" He said, "yes". "Will you sell it?" The Irishman said, "Yes." The Englishman asked: "Can it talk?" "He can't talk —but he is a devil of a one 'for thinking'!" replied the Irishman. The Britisher bought the parrot. The parrot went on thinking, thinking and thinking. It is just the sort of thinking that is going on in our country. The station master at Bezwada is given a salary of 300 to 400 rupees, whereas the Egmore station master, for the same amount of work put in, is given a salary of Rs. 560. I think the anomaly comes in just precisely because Bezwada station has not been upgraded.

Then, I come to the staff, the men who actually work the railways. Alas, what man has made of man! At the present time, the station is understaffed. Even the weekly day off to the traffic staff is denied to them. They have not even their leave reserve. This is really inhuman from my point of view. Also, the men who perform the essential tasks have not got any kind of housing. They are expected to live under the sky which is a very leaky roof during the rainy season and a very scorching one during the summer. I think this is all inhuman and should urgently be attended to.

The hon. Railway Minister has referred to the extension of railways. In this connection, I may mention that for many of us in the South, it is very inconvenient sometimes to go from one station to another. I suggest that an Ongole-Macherla-Hyderabad line, and an Ongole-Cuddappa-Madanapalle-Bangalore line should be constructed. This would result in the direct linking up of these stations. If you want to go from one of these places to another, it becomes like the Bengali phrase: Dhad-dhada Gobindapur. We are not sure as to when we will reach —and each time we do reach finally, we feel we have paid up a *Karmic* debt!

Nellore has no waiting room for third-class passengers. These third class passengers in Nellore should have a waiting room. I can go on adding to my list of "constructive" suggestions. But, I am afraid the bell is going to ring to stop me. I would like however to come to a very important point: about the road-bridge in Bezwada. This bridge is very important for Bezwada. The hon. Minister has given the assurance that survey is being conducted for the construction of a road-bridge over the Krishna in Bezwada. But it is disheartening to find that no mention of nor any provision for this road-bridge has been made in this most excellent and highly praised by some Railway Budget. This is absolutely un-understandable. It is most vital for Bezwada in particular and Andhra in general, especially in view of the fact that we are going to have an Andhra province soon. This road-bridge is one of the most important things for you to consider because it connects Guntur with Bezwada, a question of 20 miles distance. This is most essential and I hope the Railway Minister will understand the desirability, the urgency, the necessity for this bridge, and will see to it that it does not remain only a planning and consideration, but will be carried into an accomplished fact very soon.

Now, I come to something different. I come to the most unfortunate thing of all, so far as we people of intelligence are concerned—I have not used the word intellect because I do not have any myself; but I have a little intelligence: A certain literature has been banned from our railway book stalls, called tendentious literature. I should like very much to have a definition of the word "tendentious", and know what the mental state of the hon. Minister considers "tendentious" or otherwise. I wonder if he realises that there are pulp novels, gangster stories, crime stories, thrillers, sex novels illustrated with pictures of nude women and all sorts of obscene literature—are they not tendentious. I would like to have a definition of the word "tendentious". Then, you have also the yellow journalists—for instance, Louis Fischer, whom I called "Fishy Louis" some years ago.

[Shri Chattopadhyaya]

I come now to something which concerns us artists directly. We are men who travel with our troupes; we are musicians; we are actors. We are people who take the culture of one province to another. I hope when concessions are considered, thought will be given to concessions to aritsts, which were allowed before and during the war. If I am not mistaken, all other concessions have been either allowed to remain or have been revived. All this tall talk of culture really does not suit us at all. In these days when in a free India if it is—free we should grow and know each other, and provinces should intermingle with each other and become familiar, this concession is most urgent, I take it, to propagate culture and facilitate the intermingling of artists of various provinces.

Another suggestion that I would like to make is this—We have been asked to make constructive suggestions; if at all I destroy, I destroy constructively. An exhibition train used to be run, you may remember, Sir, during the war for war propaganda. I suggest that an exhibition train be introduced for publicity of our handicrafts, handloom goods and other items connected with our culture. Besides, you can, with advantage, consider having a permanent exhibition train in which all our indigenous goods could be taken from one province to another for the education of the people.

Lastly, one appeal. These 'Go as you please' tickets should, I think, be extended beyond the date that has been mentioned. Because, in the South, the students cannot make use of these 'Go as you please' tickets. They have their examinations during the time. I appeal to the hon. Minister to extend the date. I would also suggest, as the last point, because the second bell is going to ring like a death knell, that this concession of 'Go as you please' tickets should also be extended to second class passengers.

Just a word before I sit down. Some of my friends remarked: "How is it you are going to speak on the Railway Budget, you who are a poet? You should deal with poetic lines. What have you got to do with railway lines?" I said: "I am also a traveller. I travel a great deal. I certainly have got a great deal to do with railway lines which make it possible for the people of India to meet each other from point to point, from the South to the North, and West to the East".

Shri J. R. Mehta (Jodhpur): I have been told that there is a belief or a superstition that when you are about to embark on a new adventure or a new enterprise, it is a good omen if you are greeted with an obstacle or a discouragement to begin with. Well, if that belief is correct, I have had that good omen to my lot, because I feel that I have had more difficulty in getting an opportunity to speak in this House than I had in getting elected to this House.

As the House is aware, this is the first time that I am rising to speak on the floor of this House, and it is natural that I should be overwhelmed with some sort of a feeling of diffidence. My entire past life was given to different spheres of administration, and if I have thought fit to resign my job and report myself for duty to this House as it were, I have done so in the hope that I shall be of some little service to this House and to the country. How far that hope will be realised remains to be seen. It will no doubt depend on the indulgence and encouragement that I can get from this House, and before I proceed with my speech, I wish to seek the blessings of all my esteemed colleagues here, irrespective of party or creed, for an auspicious start and an ever-increasingly useful role hereafter.

To begin with, I have one preliminary observation to make. The hon. Railway Minister has told us that during the current year he anticipates a fall in our earnings, both from passenger and goods traffic. From goods traffic he expects a fall of about a crore, and from passenger traffic, Rs. ten crores. We have it on good authority that the earnings of our railways are to a large measure an index of the prosperity and the economic well-being of the country. If that is so, I wish to say that the picture as brought out in the President's Address of all-round progress in the country deserves to be taken with some qualification—at least so far as economic sector is concerned.

Coming to the next point, there is another aspect of the fall in railway earnings to which I feel inclined to draw the attention of this House. Let me enumerate some basic facts. If I am informed correctly, the freight rates structure which is at present in vogue was introduced with effect from 1st October, 1948, and represents an increase on the rates then obtaining. Then, as regards passenger fares a revision or an increase was introduced with effect from 1st April, 1951. So

far as goods traffic is concerned, there has been, we find, a continuous increase in the net ton-miles right up from 1948 to the middle of the current year, that is, November. And this obviously lends support to the contention of the railway administration that the increase in our freight rates structure had not adversely affected our earnings from goods traffic. But, it would now appear that the trend has turned in the opposite direction. Does this indicate that the point has been reached when the present freight rates structure has begun to tell heavily upon our goods traffic, or that there are other causes for this downward trend in our goods traffic? If the first surmise were correct, the question arises whether any relaxation in the freight rates structure is called in order to arrest the process of decline in our goods traffic. Personally I am inclined to think that the decline is not very serious and that we should wait for some more time before we formulate any definite conclusions. Perhaps, the decline is only a passing phase, and if the latest trends are an indication—I believe there again there is already a swing in the opposite direction—it is not unlikely that the anticipated deficit of rupees one crore during the current year may also not materialise. But so far as the fall in our passenger traffic is concerned, I believe the House will agree that it is more serious. It is to the tune of rupees ten crores—a little more than rupees ten crores—and I venture to assume that side by side with this fall in earnings, there has been a fall in the number of passengers travelling on the railways. Last year also, as we find from the administration report, there was a fall in passenger traffic, but it was more than made up by the increase in fares, but this time, there is a serious fall in earnings as well as in the number of passengers. So, what do we conclude now from the results of the current year? How far is this decline attributable to increase in fares, and how far to other causes like depression or shrinkage of floating money in the hands of the people, is a question which would seem to call for an answer. The speech of the hon. Railway Minister and the literature furnished to us, I am afraid, do not enlighten us on this point.

As the hon. Members are aware, this House has never taken kindly to increase in passenger fares. The railway, as everybody knows, is a poor man's transport, and any increase in fares, especially of the third class, is sure to hit the masses hard. At the time the fares were increased last time we were told that the operational cost had increased abnormally, that the general price level had also increased abnormally, and therefore we should not grudge a slight increase in passenger fares which must, after all, bear some relation to the price level as well as the operational cost. But now both the operational cost and the price level are on the decline. And the question arises whether this would necessitate or justify a reduction in fares. I am aware that we are at present engaged in a vast adventure known as the 'Five Year Plan'. I do not want to go into the details of it, but if this Plan should mean anything to us we should harness all our available resources for it, we should even be prepared to put up with a certain measure of austerity, if need be. From that point of view, any reduction in passenger fares may not be a desideratum to be considered. I quite agree. But it is necessary to see whether any reduction in fares is not called for, for the very purpose of arresting and nullifying this downward trend, which has lately set in, in our passenger traffic as well as our earnings from passenger traffic. This appears to me to be a pertinent question which is worthy of the consideration of this House.

Among the various reasons which may be responsible for this fall in passenger traffic and passenger earnings, there is one to which I would like to invite particular attention, namely the growing competition between rail and road traffic. I have not the least doubt in my mind that at many places, this is a growing menace from the point of view of the railways. Not only does it adversely affect the public exchequer, but it keeps back from the people in the interior the facilities of bus travel which will be available to them if those buses which now run parallel to the railways are diverted into the interior.

Mr. Chairman: The hon. Member will have two minutes more.

Shri J. R. Mehta: In all?

Mr. Chairman: The hon. Member has got 15 minutes, as has been allowed to other hon. Members.

Shri J. R. Mehta: Can you not make any allowance for me, considering the fact that this is the first speech I am making?

This problem has not received the attention which it deserves, perhaps because while the railways are a Central subject, roads are a State subject. Since there is a lot of overlapping and waste of national

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effort. I should like to suggest to the hon. Minister that ways and means should be devised whereby this overlapping can be done away with, and the rail and road services are made to play complementary parts, and are able to render the maximum amount of service to the community.

I would like to say one word about corruption. As I have said I have some little experience of the administration, and I think I am in a position to say something from my own experience on this point. We find from the Railway Minister's speech that he proposes to set up a Committee to go into this question and report to this House. In so far as this indicates that the railway administration is alive to the evil of corruption and that the hon. Minister is keen on putting an end to it, it is all very good. But I must confess I am not at all enamoured of the suggestion of setting up a Committee. What discoveries have we to make so far as corruption is concerned? Surely it is an old problem, which exists everywhere, in some degree or other. If the Minister is in earnest about it, and wants to eradicate and check this evil, then we must adopt those methods which have been adopted elsewhere and also in this country as well with success. There is no other way out. Committees and such sorts of devices will not help us much. Probably the House may be interested to know that in the State from which I come, there were two officers, who were eminently successful in rooting out corruption in a very short time. One of them is probably known to this House, and I would like to mention his name, just in order to convince this House that the method that he adopted is worthy of attention. He was Raja Maharaj Singh. He was some time Chief Minister in Jodhpur. The other one was also a Chief Minister. Both of them had at different periods adopted the same methods and within two months, they had summarily dismissed about a dozen gezetted officers, who were notorious for corruption. And I assure you, that overnight hundreds of thousands of officials with *Gangajal* in their hand, took a vow that they would not take any bribes. The effect of the action taken by these two officers, lasted for several years, after they had left their places. I would suggest to the hon. Minister that if he is really earnest about rooting out corruption, let him appoint a Committee of three or four independent officers—not politicians —who have experience and discrimination, and give them summary powers of dismissal of officers—the higher, the better—who are notoriously corrupt. If that is done, I can assure you that by the time we meet for the next Budget, half of this evil would have vanished. If we are keen on rooting out corruption, I suggest that this sort of drastic action should be taken.

I do not think I should take up the time of the House any more, but I hope to give a better account of myself next time. I am very grateful to the House for the encouragement that they have given to me.

Shri M. Khuda Baksh (Murshidabad): I am much obliged to you for having given me this opportunity to take part in this debate. I am a newcomer to this House—not that I am new to a Legislature, for I have served for a term in a provincial assembly. Sir, you would appreciate my anxiety all this while to find out how the House would react to me,—a newcomer—while I address this august assembly, composed as it is, of the cream Indian talent and Statesmen.

Coming to the Budget, I must say that it reveals—if I should not call it a very sorry state of affairs, at any rate—state of affairs, that is not too good. The railway revenues have suffered a recession and the process continues and there is no knowing—not yet—when these are going to stabilise.

The hon. Minister in his speech has said that he has noticed certain trends which make him feel that things are shaping for the better. But, I am afraid, it is too early to say so. During the Plan period he thinks that there might be an increase in the railway revenues. I feel that during the Plan period the railways will carry a lot of materials in the form of structurals, cement etc. and all that for the Five Year Plan and most of the revenues that will accure on that account would, for all practical purposes, be paper increase. I am afraid that the railways might have to face lean years immediately after the Plan period, because I feel there must necessarily be a time-lag between the completion of the projects etc. of the Five Year Plan and the realisation of their results and the attendant prosperity of the country. It is for that period—which might approximate to conditions of slump—in the Indian railways that the Railway Minister must make provision. Good husbanding of present resources must make provision for those lean years.

Much has been said--hon. Members have already spoken about many things—and I do not wish to repeat those. But I must join with my friend who spoke about catering. The hon. Minister has, in the book that he has issued to Members, mentioned that things on the whole are satisfactory. I am very sorry I regret my inability to be in accord with that statement of remark of the hon. Minister. What my hon. friend has said about the caterers perhaps is more related to facts than what the hon. Minister has been informed by his advisers. The quantum and the quality of food that is served by these caterers may be all right for the Minister —I mean the calorific value may be all right for the Minister. But I would like to ask him to have a good look at me and find out for himself whether that would suffice for me—even granting that the calorific contents of the food served by these railway caterers are all right. While I want to know from the hon. the Railway Minister if he has considered this aspect of the question, whether a man can go to sleep with the aching void still clamouring for being filled up.

I would like to suggest one or two things to the hon. Minister. To be true to myself I must admit that last Budget session he spang a surprise on the House by declaring here that he was going to abolish first-class travel. I am not aware personally of any agitation in the country—whether in the press or on the platform—or any insistence on the part of the public for the abolition of first-class travel. Anyhow the Minister and we all have accepted in principle that it would perhaps conduce to the creation of those conditions that would usher in the millennium and the classless society. I wish the Minister all the luck and he can go ahead with it. But I have a suggestion—a very humble one—to make to him in this respect. Instead of abolishing first-class, why does he not consider the desirability, and also perhaps the sensibleness, of abolishing second-class and reducing the fares of first-class to those of second-class? This has a better psychological appeal. The travelling public who are used to first-class travel would still feel that there is that class of travel provided by the Indian railways for them for lesser fare and those travellers who are habitual second-class travellers would feel that they are travelling in a class higher than they used to do before by paying the same amount. Again, abolition of first-class might affect our tourist industry. Foreigners might feel that India has no first-class travel. So, instead of abolishing first-class I would ask the Minister to consider whether we should not abolish second-class and bring down the fares to those of second-class. In this connection, they must also bear in mind that the fares for the other higher class that remains, that is, air conditioned class, should also be reduced proportionately. It should not be disproportionately high; because now that we are thinking of having one upper class travel and the fares applicable would be—whether my suggestion is accepted or not—of second class, the fares for the higher class should not be disproportionately high.

There is another suggestion that I have to make. When we are seeing that our earnings are going down, this is the time for us to seek ways and means of augmenting the earnings. To my way of thinking, this is the time when we should persuade ourselves to reintroduce return facilities and other concessions that existed before they were withdrawn. You would recall the circumstances and the factors that played and inter-played when these concessions were withdrawn. Now, we find that even though there is overcrowding, as an hon. Member has suggested, it may be traced to something else. We must now attract more passengers and we must try to augment our revenues. This is no time to keep anchored to old theories, that if we start giving these concessions we might lose in earnings. We should not only reintroduce concessions but we should also try and give the passengers other facilities.

I have one suggestion—every one has his fads and I have mine—and I would like to place it before this House. I would like the Railway Ministry to consider the desirability of introducing family compartments. I have gone into this matter in detail and I suggest that certain five berther II class compartments should be converted into double-decker compartments. Instead of the conventional berths and benches there should be an upper platform or board provided. The upper deck will be flush with the windows—or an inch or two below them according to engineering requirements and a platform made. The luggage of the passengers would be stored below. The upper deck would have one platform where the passengers can squat.

These compartments should be given as one unit to ticket-holders for the price of, let us say, five tickets; or even for the assessment of the price of these compartments averages can be worked out and the price fixed. These compartments will enable the

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ticket-holders to travel with their entire families and there should be no restriction as to the number of people including their domestic servants, the only condition being that it will be available to *bona fide* members of the family of ticket holders and their domestic servants.

I have worked out the economics of these compartments and I am satisfied that they are an economically feasible proposition. Should the House encourage me to do so on some other occasion I shall go into the details—I find that I have not got time now for it.

Our wagon programme, I am told, is horribly behind schedule. The main reason for this, I am told, is that we do not indigenously produce enough plates for our requirements. A lot of wagon plates has to be imported from abroad. Even though we have to step up or increase the quantity of imports, we should not let this leeway remain any longer in the wagon programme. We know that the capacity of our plate producing concern—there is only one, as far as I know, Tatas—is limited. The plates manufactured by Tatas are not sufficient for our requirements. If one keel is laid at Vizag all the indigenously produced plates are diverted there with the resultant starvation of the wagon programme. So, even if we have to increase our imports, I do not see any reason why it should not be done to make up the leeway in the wagon programme.

6 P.M.

An hon. Member has already spoken about the Swiss coaches. The impression that he has made on this House is that the matter has become one very near to a scandal. I should like the Minister to investigate into this. When we are told in cold print by no less a person than the hon. Minister that the capacity for coaches is there in this country, I see no reason why we should have the necessity of importing coaches at all from Switzerland. I suggest that this contract be reviewed and only those coaches which are under the actual process of fabrication should be accepted and the remainder of the contract should be cancelled.

The hon. Minister has mentioned about the co-operation among the railway staff. Perhaps he has not been able to present to the House another side of the picture, which is this. We, Members of Parliament, could help the administration in this. Sometimes, often, I should say, the railway people, especially the checking staff and other people who have to do the unpleasant jobs of checking tickets etc. do not get sufficient co-operation from members of the public. It is all very well to say that they are corrupt, accept money and there is a leakage of railway revenues. But it is also true that they do not always get the quantum of co-operation from the travelling public that they require in the discharge of their task. To this I draw the attention of the hon. Members of Parliament.

I find that my time is up. I join the other hon. Members in congratulating the Minister for presenting this Budget in a lucid and intelligible manner.

श्री एम० एन० सिंह : (सारन मध्य) : आपने आज मुझे जो बोलने का मौका दिया है इसके लिए मैं आपका बहुत आभारी हूं।

सबसे पहले मैं स्वर्गीय श्री गोपालस्वामी के प्रति अपनी श्रद्धांजलि अर्पित करता हूं जिन्होंने अपनी दृढ़ नीति और दृढ़ शासन से रेलवे को एक ऐसा ढांचा दिया है जिसमें कि रेल का राष्ट्रीय करण हो जाय। उन्होंने रेलवे में जो ज़ोनल सिस्टम (zonal system) जारी किया है वह अभी एक्सपैरीमेंटल स्टेज (experimental stage) में है। उसमें अगर कोई कमजोरी इस वक्त दिखालायी देती है तो इसलिये दिखलाई देती है कि वह अभी ऐक्सपैरीमेंटल स्टेज में है और यह ऐक्सपैरीमेंट (experiment) अभी पूरा नहीं हुआ है।

रेलवे का जो बजट हाउस (House) के सामने रखा गया है उसको देखने के बाद में रेलवे मंत्री को धन्यवाद दिये बिना नहीं रह सकता। यह रेलवे का जो बजट हमारे सामने है उससे हमको पूरी आशा हो रही है कि हमारी दशा में काफी सुधार हो जायगा। अभी जो कुछ कमी हमारी रेलवे में बतलायी जा रही है मेरा ख्याल है कि वह कमी इसलिए मालूम देती है कि हम इस की तरफ़ नहीं देखते कि हम कहां

थे, हम किस दशा में थे, हमारी रेलें कैसी थीं और आज हम कहां हैं। अभी कुछ दिन हुए जब श्री बेवन (Bevan) ने कहा था कि पार्लियामेंट (parliament) के मेम्बरों ने जो कुछ किया है उसके ऊपर लोगों का ध्यान नहीं जायगा, न उसके लिए उनको धन्यवाद मिलेगा बल्कि जो कुछ उन लोगों ने नहीं किया है उसके लिए उनकी आलोचना होगी और उसके लिए उनको खरा खोटा सुनना होगा। ठीक वही चीज रेलवे बजट के बारे में हो रही है। रेल तो हमारे देश में आज से सौ वर्ष पूर्व अंग्रेजों ने चलायी थी। इसमें उनके तीन उद्देश्य थे। एक तो मिलिटरी परपज (Military purpose) था, दूसरा उद्देश्य यह था कि उनके देश का बना माल हिन्दुस्तान के कोने कोने में पहुंच जाय और उनका तीसरा उद्देश्य यह था कि उनका खजाना भरे। इन तीनों उद्देश्यों की पूर्ति के लिए जो उन्होंने कर्मचारी रखे थे और जो नीति रखी थी उस नीति को पूरे सौ वर्ष तक बरता गया और सौ वर्ष तक रेलों ने उनके इन तीनों उद्देश्यों को पूरा किया। आज से चार साल पहले हमको रेलें मिलीं। उस समय हमारी हालत क्या थी। जिस समय अंग्रेज यह समझ गये कि अब उनको यहां से जाना है तो उन्होंने उस घोंसले को जो उन्होंने अपने आराम के लिए बनाया था, अपने लाभ के लिए बनाया था उसको उजाड़ना शुरू किया। ठीक उनकी मदद के लिए उस वक्त लड़ाई शुरू हो गयी। हमारे यहां से रेल की पटरियां उखाड़ कर विदेश भेज दी गयीं। हमारे यहां से पैसिंजर गाड़ियों के डब्बे और माल गाड़ियों के डब्बे हटाये गये और जो यहां से गये वह फिर यहां आये नहीं। इधर उनका दिवालियापन ऐसा हो गया था कि जितनी गाड़ियां या जितनी और चीजें पुरानी हो जाने के कारण काम करने लायक नहीं रह गयी थीं उनको हटाकर उनकी जगह पर दूसरी गाडियों या दूसरी चीजों को रिप्लेस (replace) करने के साधन उनके पास नहीं रहे थे। और इस लिए यह काम रह गया। उसी बीच हमारे देश का बटवारा हुआ और उस बटवारे से हमारा अंग विच्छेद हुआ। इस तरह से हम देखते हैं कि सन् १९४९ में हमको पूण रूपेण रेलें मिलीं और जब से यह महकमा हमारे पास आया उस समय हमारे पास ऐसे इंजिनों, पैसिंजर गाड़ी के डिब्बों और मालगाड़ी के डिब्बों की जो कि काम करने के लायक नहीं थे काफी संख्या थी। १९५२ के व्हाइट पेपर (White paper) को हम देखें तो हमको मालूम होगा कि हमारे पास उस समय काम न करने लायक इंजनों की संख्या १६४० थी, कोचिंग स्टाक (coaching stock) ५१२० और वैगन्स (wagons) २५ हजार थीं। इसके अलावा सालाना दो सौ इंजन, १६०० कोचिंग स्टाक और ५५०० वैगन्स रिप्लेस करनी चाहिये थीं इसके अलावा सिगनैलिंग (Signalling) वगैरह की समस्यायें थीं। हमारे पास इन चीजों को रिप्लेस करने के न साधन थे और न धन था। ऐसी दशा में रेलें हमारे हाथ में आयीं। उस समय हमारे पास जो रेल का ऐडमिनिस्ट्रेशन (administration) था उसकी दशा क्या हो रही थी? चौबीस घंटे में बमुश्किल एक बार रेल मिलती थी। जैसे कि अभी चटोपाध्याय साहब ने कहा, रेलें २४ घंटे तक लेट (late) हो जाती थीं। पर इन्हीं चार वर्षों के बीच में बिना किसी बाहर की सहायता प्राप्त किये अपने बल पर हमारी गाड़ियों की संख्या बढ़ायी गयी, डिब्बे बढ़ाये गये और इंजन बढ़ाये गये अब रेल गाड़ियां ठीक समय से चलने लगीं और इस देश की बढ़ती हुई मांग में हमारी एफ़ीशियेंसी (efficiency) भी बढ़ने लगी। इन हालात को अगर हम एबसोल्यूट शोबल्ड

[श्री एम० एन० सिंह]

और कैओटिक (absolute shambles and chaotic) कहें तो हमें आश्चर्य होता है। आर्थिक दशा में भी इतना सुधार हुआ है कि आज हमारे मिनिस्टर साहब ने अपनी स्पीच में यह बतलाया है कि अब तक जो आर्डर दे चूके वह दे चूके, इन के अतिरिक्त अब कोई माल बाहर से नहीं मंगाना है बल्कि घर की बनी हुई चीजों से काम लेंगे और अब हम सैल्फ सपोर्टिंग (self supporting) हो रहे हैं। क्या यह चीजें हम सब के लिये तारीफ़ की चीजें नहीं हैं. अगर हम अपनी पुरानी दशा से आज की दशा का मिलान करते हैं और विचार करते हैं तो मालूम होता है कि हम कहां थे और अब कितना आगे बढ़ गये हैं। इस में कोई शक नहीं कि बहुत सी चीजें हैं जिनको अभी बहुत कुछ करना है और जितना हम ने नहीं किया है उसको अगर हम सोचें तो हमें काफी बेचैनी होती है। परन्तु हमें यह भी सोचना चाहिये कि जब हमें अपने उजड़े हुए घर पर भरोसा करना है, जब हमें अपने ही रिसोर्सेज (resources) पर भरोसा करना है तो हमें सब से काम करना होगा। धीरे धीरे हमारी तरक्की होगी और ठोस तरक्की होगी।

हम अपनी इस रेल के एडमिनिस्ट्रेशन की तरक्की के लिये यदि आंकड़ों पर विचार करें तो आंकड़ों को देखने से मालूम होता ह कि केवल रेल के डिब्बों में ही हमारी तरक्की नहीं हुई है बल्कि रेल के प्रसार में भी काफी तरक्की हुई है। जिस समय भारतवर्ष का बटवारा हुआ उस समय के प्रसार को लें तो रेल का ४० हजार सब से ज्यादा माइलेज (mileage) था और जब हमारे यहां बटवारा हो गया तो उस के बाद सन् १९४९ में हमारे पास रेल की माइलेज २६२०९ थी। आज ३४११९ मील है तो इतनी रेल के प्रसार में वृद्धि हुई है। आमदनी की तरफ़ भी अगर हम ध्यान देते हैं तो आमदनी भी १६६·२३ करोड़ से बढ़कर २९१.८५ करोड़ पर बढ़ी है। इसी तरह से हमारा खर्च भी बढ़ा है। लेकिन एफिशियैंसी (efficiency) आमदनी और खर्चे के बढ़ने पर न हो कर एफीशियैंसी हमें तब मालूम होती है जब हम देखते हैं कि आपरेटिंग रेशयो (operating ratio) बड़ा है या घटा है। इन आंकड़ों को हम देखते हैं तो मालूम होता है कि आपरेटिंग रेशयो जहां ९१.४० था वहां आज वह घट कर ७७.३६ हुआ है। इस से मालूम होता है कि हमने काफी तरक्की की है।

अब रेल के कर्मचारियों के सुख सुविधा की बातों का हम ख्याल करें तो इस में भी हम आप को कहेंगे कि तीन तरह से हम इस पर विचार कर सकते हैं। एक तो हम इस तरह से विचार कर सकते हैं कि रेल के कर्मचारियों की हालत का पीछे की हालत से मिलान करें। दूसरे इस तरह से मिलान कर सकते हैं कि रेल में काम करने वाले लोगों की हालत में दूसरी जगह काम करने वालों की हालत से कितना अन्तर है। तीसरा तरीका यह है कि रेल में जो काम करते हैं उनकी हालत क्या है और आज हमारे देश में जो ऐवरेज (average) हालत के उसी स्थिति के लोग हैं उनकी दशा कैसी है। मैं कहूंगा कि जिस समय कम्पनी के समय में रेल के कर्मचारी काम करते थे उस समय से काफी सुधार हुआ है। क्या आप कहेंगे कि उनकी दशा में सुधार नहीं हुआ है? उन की सिक्योरिटी आफ़ सर्विस (security of service), वर्किंग अवर्स (working hours), लीव (leave), प्रमोशन्स (promotions), पे, (pay), क्या उसी तरह से हैं जिस तरह

के कम्पनी के टाइम में थे ? क्या इन में सुधार नहीं हुआ है ? इन सभी चीजों की तरफ़ अगर आप ध्यान देंगे तो यह मालूम होगा कि हमने काफी तरक्की की है। ठीक इसी तरह से हम दूसरी जगह काम करने वालों के साथ मिलान करें तो मैं कहूंगा कि हमारी अंतिम श्रेणी में काम करने वाले रेल के लोगों का मिलान और जगह अन्तिम श्रेणी में काम करने वाले लोगों से करें। आप यह मिलान करें तो मालूम होगा कि हमने तरक्की की है। हम कहेंगे कि हमारे यहां अन्तिम श्रेणी में काम करने वाले मेहतर की दशा को आप देखें। यह म्यूनीसिपैलिटी (municipality) में जो मेहतर काम करते हैं आज भी उन्हें वहां म्यूनीसिपैलिटीज में आठ रूपया महावार दिया जाता है। क्या उस से मिलान करके आप कहेंगे कि रेल के मेहतर की और और कर्मचारियों की दशा खराब है ? खराब आप कह सकते हैं कि जहां आप उनको ले जाना चाहते हैं वहां नहीं पहुंच सके हैं। लेकिन पहले से काफी सुधार हुआ है और यह सुधार आगे और भी होगा। इसी तरह से अगर आप भारतवर्ष के दूसरे लोगों के साथ मिलान करेंगे जो अपना जीवन व्यतीत कर रहे हैं तो इस में भी आप उन की दशा में काफी सुधार पावेंगे और काफी तरक्की पावेंगे।

सभापति जी, अब मेरे पास बहुत कम समय रह गया है। इस लिये जो दो एक सजेशन्स (suggestions) मुझको देने हैं उन को मैं आपके सामने रख देता हूं। एक चीज यह है कि हमारे रेलवे मिनिस्टर साहब ने अपनी स्पीच में कहा है कि हमारी रेल के ऊपर जो दावे होते हैं उन की संख्या में काफी वृद्धि हुई है। उन्होंने कहा है कि रेल पर सन् १९५१-५२ में दावों की संख्या ३,४६,६०० से बढ़ कर ३,८९,४२८ हो गयी है। यह दावों की संख्या जो बढ़ रही है वह क्यों बढ़ रही है इस लिये कि पार्सल (parcel) को तोड़ कर थोड़ी चीजें चुरा ली जाती हैं। इन चोरियों की संख्या बढ़ गयी है, इसी से हमारी रेलवे के उपर दावों की संख्या बढ़ रही है। इस चीज के बारे में आप को एक मिसाल दे कर मैं उसके ऊपर आपको अपना सजेशन देना चाहता हूं। हमारे यहां उत्तर प्रदेश में बलिया जिले में एक अनंग कैमिकल वर्क्स (Anang chemical works) का फर्म है। उस ने छपरे के किसी एक शख्स के नाम २० सीसी ग्राइप मिक्सचर (Gripe Mixture) भेजा। जब वह २० सीसी ग्राइप मिक्सचर का पार्सल छपरा स्टेशन पर उस को डैमेज्ड (damaged) मिला तो उसने उसकी डिलीवरी (delivery) लेने से इन्कार कर दिया उस के बाद फिर उसने टी, एम, (T,M.) को लिखा। टी. एम. ने कहा कि इस को ओपुन डिलीवरी दे दो और उस को ऐसा करने का हक भी था। स्टेशन मास्टर ने चाहा कि ओपुन डिलीवरी न दे कर इस को और डिले (delay) किया जाय और इस में इनक्वायरी (enquiry) हो। लेकिन ऐसा नहीं हो कर के उस को ओपुन डिलीवरी दी गयी और ओपुन डिलीवरी के टाइम पर वह एक फ़र्जी कैश मैमो (cash memo) लाया ५० सीसी. ग्राइप मिक्सचर का और ५० रुपये से बढ़ा कर १७० रुपये का दावा करके उस ने १७० रुपये लिये। इस तरह से बहुत से लोग दावे करते हैं। मेरा सजेशन है कि जहां से यह पार्सल आते हैं तो उन पार्सल भेजने वालों को यह हिदायत दी जाय कि कैश मैमो की एक नक़ल वह रेल के पार्सल के साथ दें। जब वह पार्सल रेलवे को देने लगें तो उस के साथ एक कैश मैमो की कापी भी बुकिंग क्लर्क (booking clerk) को दे दें, ताकि बाद को उनको फोर्ज (forge) करने का मौका न मिले।

अब मैं आप को धन्यवाद देता हूं कि आप ने मुझे बोलने का मौक़ा दिया।

Dr. Lanka Sundaram: The House has just listened to three maiden speeches in succession. They were of exceptional brilliance and came from both sides of the House. If this level of debate is maintained in maiden speeches, I am sure we have nothing to worry as regards the conduct of our business.

I must confess that I have been rather impressed with the deftness of manner in which the hon. the Railway Minister has presented his Budget. This is the Centenary Year of the railways and very naturally the Railway Minister felt called upon to put on all sorts of frills to the railway administration, so that it can strut across the platform when the Exhibition takes place hardly ten days from now. I have worked out here sixteen categories of claims made by the Railway Minister—claims as regards the actual achievements and claims as regards the hopes of the railway administration as to the manner in which they proposed to conduct their business. Here they are. There is an impressive works programme. There is provision for replenishment of machinery. There is going to be a strengthening of the rolling stock position. There is a great spurt in the construction of new railway lines. It is claimed that there is near-self-sufficiency in the rolling stock position as regards rails, wagons, coaches etc. It is also said that the Chittranjan factory would by the end of 1954 be in a position to manufacture all the components of locomotives. It is claimed that there is increased efficiency in workshops and locomotive sheds. I am impressed by the statement made by the hon. the Railway Minister that the punctuality of railways has been raised from 77·1 per cent to 78·4 per cent. The Railway Minister in his speech averred that bottlenecks and transhipments are being removed; that there is a drive for third class passenger amenities; that the administration is tackling overcrowding; that the railway stores organisation is being strengthened and improved; that there is a special research organisation also attached to the railway administration to tackle problems that arise; that the disposal of compensation claims for goods lost in transit now takes only on an average of 72 days compared with 94 days; that he is going to appoint a high power committee to tackle corruption; that Rs. four crores 86 lakhs are allotted for staff quarters.

Each of these sixteen categories of claims—I am sure there are many more, these have struck me as I was examining the Budget papers—is very impressive and if what has been claimed by the Railway Minister is true, at least partly true, then I am sure that the health of the railway administration must be pronounced to be good.

I am not a professional peddler of pessimism. But, Sir, with your permission, I want to quote to this House two passages from the Explanatory Memorandum circulated to us. These are the two passages which occur at page 4.

> "It is apparent that the peak of passenger movements by Railways is over and that the Railways must now adjust themselves to more normal conditions."

That is in regard to passenger traffic

Now I am quoting something more important—this time relating to goods traffic, and as an economist it occurs to me that this is the barometer, this actually gives us an indication whether the health of the railways is good, and more important than that, whether the health of the nation is good. Page 4 of the Explanatory Memorandum, again:

> "There has been recently a setback in the buoyancy of the goods traffic. Some hesitancy and uncertainty in trade and industry is apparent from the wagon registration figures representing the traffic awaiting despatch, which show a fall since September 1952. This trend is still continuing, pointing"—mark the words— "to a reluctance on the part of the mercantile community to make deals for the future."

The quotation proceeds further:

> "As registration fees paid for wagons registered and not utilised are forefeited, the figures of registration for wagons can be regarded as a partial index of business activity. There has also been a drop in India's overseas trade during the first six months of the current year, compared to the corresponding period of the previous year."

I have quoted these passages for one reason, namely to emphasise the point whether these sixteen odd categories of claims of achievements or hopes are borne out by the actual conditions in the country.

What are the figures indicated by these quotations: one, regarding passenger traffic and the other regarding goods traffic? Here they are. Third class passenger earnings have dropped by 7·91 crores. Overall passenger earnings have dropped from Rs. 112·19 crores to Rs. 102·5 crores: equal to a drop of nine per cent. That is in regard to passenger traffic. Rs. 86 lakhs were written down under the head "other coaching earnings"—an index of business activity, or progressive lack of it. One crore is marked down for goods-traffic earnings.

I consider that the facile manner in which the Railway Minister has mapped out the achievements of his administration is not sustained by these indices. What do these indices show? To my mind they show that there is a drop in the purchasing power of the community. More than that, they show that there is a crisis in confidence on the part of the business community which is prepared to book wagons and still give them up, even though by giving them up they lose money. And, more than everything else it occurs to me that even assuming there are small margins with the community, people are not willing to part with them. Result—drop in passanger traffic: drop in goods traffic. The so-called buoyancy of the economy of the country cannot be sustained by these indices. I would here suggest very seriously first the Railway Ministry and eventually to the Finance Ministry to investigate whether we are not actually facing some sort of an economic depression, even in the obviously prevailing inflationary position? This is a paradox, of course; but this paradox must be faced and solved.

I was rather disappointed when the Railway Minister in the other place announced that he was going to appoint a Committee—I was not there, I only read about it in the papers, a very scrappy report—to look into the reasons, to investigate the reasons for the fall.....

The Minister of Railways and Transport (Shri L. B. Shastri): That is not correct, I am not appointing any Committee.

Dr. Lanka Sundaram: I am sorry: I recollect I came across a report to that effect somewhere.

The point I am driving at is this. I am asking the Railway Minister to consider seriously whether or not the time has come for a complete investigation of the structure of fares and freights with a view to rationalisation with a view to reduction. I am suggesting that a Committee of this House or of both the Houses, or an expert Committee for that matter, with wide terms of reference to investigate this problem should be appointed forthwith, so that the economic malaise which has hit the country can be tackled at the source. To be told there are recent temporary indices of an upward spurt of business activity is not sufficient to meet the requirements of the situation, and I sincerely trust that my hon. friend the Railway Minister would consider the suggestion and forthwith proceed with an investigation into the need for rationalisation and reduction of the fares and freights structure, in order that the country can go forward and reach the buoyancy necessary for the implementation in particular of the Five Year Plan, of which three years are still to be faced.

While on this question, because I may not have the time to go into the structural details of financing the works programme and so forth—I crave the indulgence of the House for a few minutes to an analysis which I am going to present to it, as regards the employment policy of the railway administration. A million employees —I believe the Deputy Railway Minister told us it is 9,25,000—that is what I think I heard him say—or at least more than nine lakhs of people are employed on the railway administration. In fact, the railway administration is the biggest employer of labour in this country. All categories of employees are there. But the Railway Board—I regret to say—is functioning, as our old patriot Mr. Satyamurti from these benches used to say, like an *imperium in imperio*. I am not given to using extravagant language. It is a close preserve—a steel-frame. The brass hats are there in order to dispose of the fortunes of these vast number of employees—a million of them.

I am going to give, with your indulgence and the indulgence of the House, five examples as to the manner in which the employment policy of the railway administration seems to call for immediate improvement. I take the Railway Board in the first instance. Clerks, typists, stenographers, Assistants, even with ten years of service are not as yet confirmed. I am giving figures—of course, I speak subject to correction. There are 600 of these in the sanctum sanctorum of the railways, namely the Railway Board. At page 19 of the speech delivered by the hon. the Railway Minister he laid down certain principles governing service conditions, promotions, etc. I would not like, as I have said, to use extravagant language,

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but it occurs to me that if a man has worked in the Railway Board itself for ten years and if he is not confirmed, there must be something wrong somewhere—I mean, the usual cliches of nepotism, personal predilections, favouritism and so forth, which need not be brought into this picture. I do hope my hon. friend the Railway Minister will look into this question—in particular about the Railway Board.

I now take the Ministerial staff as a category. There are some forty thousand of them. I happen to be the President of the Railway Ministerial Staff Association also. The Railway Minister, at page 19 of his speech, indicated that concessions will be given to class II officers as regards upgrading into class I. But he said nothing about upgrading of class IV and class III staff, especially when they officiate in higher appointments. I think streamlining and providing loaves and fishes to the top dogs alone in the administration would not solve the problem. I do sincerely trust that the concessions sought to be given to class II officers would also be made available for the class III and class IV staff.

In regard to the alottment of railway quarters, especially for class III and class IV staff, there must be some sort of a common pool, since accommodation is limited, and fair shares for all must be provided.

I want to direct the attention of the hon. the Railway Minister in particular to Rule 1708-R, Indian Railway Establishment Code, Volume I, which enables Railway administrations to dismiss its employees without giving sufficient chance for their defence. I claim that this is a procedure which is repugnant to the principles of the Constitution, and I hope he will look into this question.

As regards the ministerial staff, again forty thousand of them all over the country, I would like to state that the vast majority of them are put in the grade Rs. 55-130. The Joint Advisory Committee has upgraded only 25 per cent. of these posts, with the result that the vast majority of them are put in the lowest of grades. I would like to be corrected if I am wrong. My information is that carpenters and book-binders on the railways are in the same category as these class III employees who are on Rs. 55-130, which I am bound to say is not equitable. Actually, a number of graduates have been recruited and given a higher grade, namely Rs. 80-220, for the same work as is done by the vast majority of these forty thousand people on the various railway systems in this grade of Rs. 55-130. I think equity demands an examination of this question.

I would like to say a word about the Railway Clearing Accounts organisation. An assurance was given by the late Shri Gopalaswami Ayyangar, on April 14, 1952, while inaugurating the Zonal scheme, that no railway worker is going to suffer because of the reorganisation. But I am given to understand that as many as 1,500 families in the Delhi office alone will be affected by this. I hope that an assurance will be given that there would be no compulsory uprooting of these people.

As regards Railway Inspectors—I am now taking up the fourth category—four cadres were recommended by the Central Pay Commission. These have not been implemented. There have been persistent complaints of favouritism, of juniors being shot up into higher positions because of this reorganisation—because these people have no access to the officers concerned—and actually in some cases there has been a reduction of their emoluments from Rs. 600 to Rs. 350. Amalgamation of class I and class II in these categories is desired. I would urge also better travelling allowances, and recognition of their association etc.

A word about station masters. I hope I will have your indulgence for one more minute. The Central Pay Commission recommended a nominal sum of Rs. four as the differential between the emoluments of the station masters and of those working under them, namely clerks, drivers, etc. The Central Pay Commission also said that "it would be fair if a number of posts in the intermediary stages are fixed reasonably large as not to block promotions". Eighty-seven per cent. of the station masters, I gather, are still in the lowest of grades.

As regards the Southern Railway, I do not want to go into details, but I am given to understand that incharge station masters are placed in the lower grade, in a grade lower than the clerical assistants, for instance at Madras Park, Madras Fort and Tenali stations. Ninety per cent. of in-charge station masters draw salaries or emoluments lower than those drawn by their assistants and so on.

I am making a reference to these four or five categories for one reason, because the health, efficiency and contentment of a million workers is a primary charge of the railway administration. Efficiency cannot be

improved, corruption cannot be rooted out on the basis of the scales available to these categories. And I do hope that my hon. friend the Railway Minister will do something about it.

There have been persistent complaints that recognition of registered trade unions in all these categories —I do not want to go into details—has been withheld by the railway administrations on the plea that they must belong to one or the other of the All-India Railway Federations. I will just make one point. It is simple one. When a trade union is registered under the laws of the country, it is entitled to recognition, especially when it represents a particular class or cadre covering the whole country. I do hope that the Railway Minister would not consider this suggestion as unreasonable. On the 14th of this month, the Labour Minister of the Government of India, the hon. Mr. Giri, opened the Convention of the All-India Railway Ministerial Staff Association in the New Delhi Town Hall, where he said:

> "I am almost certain of the view as a Minister, that it pays an employer, whether Government or private, that they will do well not to refuse the representations made on behalf of trade unions, to give them a patient hearing, which costs little".

I am sorry to say so, but I would like to end up with one caution to the Railway Minister. The labour policy of the Government of India is laid down by the Labour Ministry. But I am here to say without any fear of contradiction that every Ministry of the Government of India has got its own labour policy, with the result that principles enunciated at the highest level are not observed. I would ask the Railway Minister to look into this question and to see that the staff does not get restive. Once it gets out of hand, I do not know what will be the future of the railway administration. I sincerely trust that this first public utility concern of the land will be dissipated for lack of foresight.

Shri H. G. Vaishnav (Ambad): I see this Railway Budget to be most encouraging. As a layman I shall not go into the financial aspects and other things, but I look at the practical aspect of the Budget. There are so many encouraging points in it. It assures, in spite of the decrease in goods traffic as well as in passenger traffic, its part in fulfilling the First Five Year Plan and the development of the railways which is taken to be of utmost importance in this connection. As the Five Year Plan says, a sum of Rs. 400 crores has been allotted for the development of railways and communications. Out of this amount Rs. 320 crores are to be realized from railway resources. In spite of reduction and some low estimates it has been assured that the railways will fulfil their part in the development of the railway system and fulfil their important role in the first Five Year Plan.

The second important aspect which I see most encouraging is the construction of five new lines. I am most interested in that long line from Hingoli to Khandwa. It is very important, because by the construction of this line the metre-gauge system of South India will be connected with the metre-gauge system of Northern India. Up till now there was no such connection at all. Traffic, especially on this metre-gauge system, has been very much blocked because of there being no connection between these Northern and Southern systems of metre-gauge line.

[MR. DEPUTY-SPEAKER *in the Chair*]

Therefore, the construction of this line is of great importance. Moreover, it connects the very fertile parts of Berar, the Nizam's territory and the northern part of India. In this way this line will serve a most useful purpose for the mercantile community business and industry and development thereof.

The construction of the five new lines, totalling together 261 miles, will cost Rs. 13 crores, and it is most encouraging to find that this large amount has been spared for the construction of these new lines, so that there may be a proper development of the railways.

Another salient feature which I see and which has been appreciated by all is the indigenous production, and efforts in that direction, of railway equipment. It has been seen not only from the speech of the hon. Minister but from answers given to questions of hon. Members, on so many occasions, that 70 per cent. of the parts of the locomotives produced in the Chittaranjan Workshops are of indigenous nature. I say this is not only encouraging but most hopeful. Of course, it has been assured that the 30 per cent. of parts which we will have to import from outside will also be produced indigenously in the near future. It has been clearly stated in speech that our country can produce coaches, rails, wagons—all of good standard. Of course, there is the question of wagons because we are

[Shri H. G. Vaishnav]

not getting sufficient iron material. As has been stated, arrangements have been made in that respect and as will be seen from the speech, out of 11,000 wagons which we have to get in this Budget year, 7000 wagons are produced in our country and only 4000 are to be imported from outside and that too, under some contract. Excepting that contract, we are not going to import any wagons or coaches from outside at all. I think this is also a very good and salient feature of this Budget.

As we see, from the democratic point of view, abolition of first class is one of the most important features. I remember last year, during the discussion on the Railway Budget, several Opposition Members were critical of the first class and second class accommodation. Now, when the hon. Minister proposes to abolish first class, I see great opposition not only in this House but also in the newspapers. Even in the Council of States, the Opposition Members objected that first class should not be abolished. This criticism seems to be wonderful. When we wanted to do something in the interests of the public by seeing that the first class accommodation is eliminated. I expected that the Opposition would be the first to support this thing but I see there are objections and criticisms on this point. I take that such criticism is only meant for criticism's sake and not for any other purpose.

Of course, the fate of third class passengers has not yet improved. So many things are yet required to be done. At big stations, there might be so many amenities and facilities to the passengers. But, if we travel on the small lines or between small stations, we see there is neither a platform, nor a waiting shed, nor any kind of facility given to any passenger. They are left to their own fate. It has been promised, and I also see efforts are made in this direction. The fate of these third class passengers should be improved as early as possible. I see that on so many stations even on small lines, something is being done. Especially, in the Hyderabad State Railways, which were formerly known as Nizam State Railways, as compared with the previous conditions, things have been greatly improved now and even in small stations all possible arrangements are made. Still, I would like to draw the attention of the hon. Minister to the fact that so many more things remain to be done. In some stations, the fate of the passengers is so hard that for hours together, water is not available. Especially, during this year, when there is scarcity of water everywhere, as we have also experienced on our side, not only for two or three hours, but for six hours, it is difficult for passengers to get water during travel. I humbly submit that these things require not only improvement, but immediate improvement and I hope attention will be paid to this matter.

One other matter of importance is the assurance for the restoration of some old season and travel-as-you-please tickets. As we read from the papers, these travel-as-you-please tickets are going to be issued during the first fortnight of April. As has been suggested by an hon. Member from the Opposition Benches, that period in our side, that is, Deccan, is a period of examination to students. That period, I think, should be extended if facility is to be given generously to all travelling public, especially students and cultural and educational institutions. My suggestion would be that these facilities should be increased and extended till the end of April. As regards travel-as-you-please tickets, there are some other small things and some difficulties are experienced. If some attention is paid, these things will be improved.

As regards timing, it is seen that in some junctions one train comes and the other connecting train leaves five or ten minutes earlier. That is rather very strange. It is also seen that some representation has been made. Especially at Wadi, the Poona-Raichur Passenger leaves Wadi at 14-26 while the Hyderabad Passenger to Wadi arrives at 14-40. By this train leaving 15 minutes earlier, passengers from Hyderabad have to wait there for nearly 24 hours because there is no other convenient train. Mail and Express trains do not stop in small stations and passengers are put to this suffering on account of the other train leaving 15 minutes earlier. If that train leaves Hyderabad Station ten minutes earlier, it will reach Wadi in time and the Poona-Raichur Passenger can be easily connected.

Great difficulty has been experienced in the supply of wagons and oil tanks. I do not know whether there is favouritism or some other mismanagement, but oil tanks and wagons are supplied to the big companies in advance whether they require them or not, but the small merchants are not supplied, and their expellers and industries stop. These big companies take advantage of this position, and they purchase the oil at a low rate,

and then they sell out of the allocation made to them. These are small matters, but if slight attention is paid, these difficulties will be done away with.

I support the Budget heartily.

Shri Amjad Ali (Goalpara-Garo Hills): As I rise to speak, Sir, I find it is only ten minutes to seven o' Clock.

Mr. Deputy-Speaker: I will sit for five more minutes.

Shri Amjad Ali: Reference was made by me last year to the building of a new line from Pandu *via* Amjonga to the mine areas of Garo Hills in Assam, as Garo Hills abound in high-grade coal, lime-stone, with possibilities of establishing paper mills out of its bamboos and tapping of manganese ores. The trade and agricultural produce, lac, cotton, oranges and pine-apples of the Garo Hills require an opening and market outside. All these will require the linking up of the interior of Garo Hills with the main railway system of Assam which means giving effect to the projected railway construction from Pandu to Goalpara which will open up for development a vast area comprising of the whole of the district of Garo Hills and the whole of the south bank region from Mankacher to Pandu.

This projected line from Pandu to Goalpara will be a safe alternative to the present alignment from Bongaigaon to Amingaon. This diversion will link up with Assam link line at Bongaigaon with a crossing of Brahmaputra at Jogighopa-Pancharatna site. The danger to the alignment from rivers on the left bank of the Brahmaputra between Pandu and Goalpara, unlike the one to its right bank, is nil.

Attempts were made to stabilise the existing alignment from Bongaigaon to Amingaon with a bridge at Pandu. In pursuance of this search for stabilising the line, a Committee was appointed consisting of various interests. The Committee were unanimous in their findings about the advisability of crossing the river at Jogighopa.

The report of Mr. E. J. Bradshaw B.A., B.A.I., M.Sc., Superintending Geologist, Geological Survey of India, who was a member of this Committee, will repay study. I will read out a few lines from the report:

> "His conclusion is that floods are due to the physical character of the Monas catchment basin and nothing can prevent an occasional flood, so enormously greater than the normal expectation that it would be impracticable to provide adequate waterway in the Monas bridges to meet such a contingency.

He opined that the rivers in the Monas basin keep on changing their courses and the proportion of the total discharge carried by several branches frequently changes and that this combination of circumstances must eventually dictate the abandonment of the present railway alignment and that as a recurrence of sudden and ferocious floods was inevitable and no reasonably practical measures of flood control were likely to give permanent relief or ensure safety of bridges and that if continuous communications with N. E. Frontier and countries beyond were to be made sure, the Brahmaputra must be crossed west of the Monas, confluence and a new alignment followed on the south of the river and that Jogighopa-Goalpara is the most suitable site and it would be folly to contemplate bridging the river as far east as Amingaon.

The causes of these floods are very exhaustively dealt with by Mr. Bradshaw in his report.

The truth of these observations is borne out by the fact that in this length of about 88 miles, the average annual expenditure on repairing breaches etc., and extending waterways comes to about 8 lakhs per year since its construction. The Beki bridge alone which was originally built with 2 spans of 12' has since its construction breached seven times and every time exteneded and rebuilt so that now it consists of seven spans of 150'. The Bulkadoba has breached twice. Apart from increase in the openings, the requirements at various mileages continually change due to the Monas rivers shifting their courses.

The danger to the alignment from rivers on the left bank of the Brahmaputra between Pandu and Goalpara is nil. These rivers are very small compared to those in the Monas Catchment and the largest Kukurmara at mile 59·83 from Goalpara does not carry more than a maximum discharge of 25,000 cusecs and there have been no mishaps to the P.W.D.

[Shri Amjad Ali]

road bridges constructed about 20 years back.

Apart from its strategic value the gain in convenience by obviating the present transhipment and consequent delays is obvious.

The river is quite stable at the site selected. There is a rocky gorge 6,800' wide about 3,000' upstream of the proposed site. The existence of hills both up and down streams of bridge site provide unerodable banks, thus reducing the expenses in training works. The confluence of river Monas with Brahmaputra is about four miles upstream of the proposed site and that of Beki about 10 miles upstream. The width of the crossing between permanent banks at bridge site is 9,600'."

So link-up Garo Hills by railways with a bridge at Jogighopa-Panchratna Site.

Last year, on a similar occasion, I had the privilege of talking on two aspects of railway administration which appear to be bad and worth scrapping with immediate effect. One is the Railway Services (Safeguarding of National Security) Rules 1949, and the other is the abolition of the *begar* system of porters. The first is an engine of oppression and is almost in the nature of your Preventive Detention Act. It is needless for me to say that some who are otherwise disliked and at the same time cannot have any specific charges brought against them are kept out of employment and harassed. Representation was given to the Railway Ministry, and several party leaders from the Opposition Benches were on deputation on the Railway Minister, but in spite of his promises to personally look into all these cases, only 30 out of 325 persons have been found to be re-employed, but they too have been kept till now out of service. We look up to the Railway Ministry not only for the reinstatement of discharged and suspended personnel, but also scrapping of the entire set of these rules from the statute book.

Shri Nambiar (Mayuram): He will consider it again, of course.

7 P.M.

Shri Amjad Ali: Secondly, the begar system—in spite of repeated representations by the All India Porters' Association it continues, and porters are still being daily employed for two to three hours by the railways without payment. When they are so employed, they should be paid. If you do not pay, please do not employ them at all.

The House then adjourned till Two of the Clock on Wednesday the 25th February, 1953.